

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, SEPTEMBER 1, 1860.

Second Quarto Series, Vol. XVI., No. 35.—Whole No. 1,272, Vol. XXXIII.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

No. 9 Spruce Street.

Iron Bridge Contractors.

THE TRENTON LOCOMOTIVE COMPANY

contract to erect complete,
IRON BRIDGES

Upon Wooden, Stone or Iron Abutments and Piers,
FOR MUNICIPALITIES,
OR RAILROAD COMPANIES.

Having been in the business for several years, they have a large experience and ample facilities. They refer to their Bridges built for the NORFOLK AND PETERSBURG RAILROAD COMPANY, and to their work now in progress for the CHARLESTON AND SAVANNAH RAILROAD COMPANY.

They also manufacture
CAR WHEELS,
Freight, Platform, Coal, Ore and Lime Cars,
AND ALL DESCRIPTIONS OF
RAILROAD WORK.
Also IRON BUILDINGS & IRON ROOFS.

Address: A. H. VANCELEVE, Pres't,
TRENTON, N. J.

CHARLES E. SMITH & CO., FAIRMOUNT IRON WORKS,

29th Street, above Coates, Schuylkill,
PHILADELPHIA, PA.

MANUFACTURERS OF
ALL SIZES OF RAILS.

OLD RAILS RE-ROLLED.

STREET RAILS.

SMALL RAILROAD IRON

Suitable for Turnouts, Ware-
houses, Coal Yards, etc. Also

Marble and Stone Saws,
T and L IRON,

Railroad Chair Iron and Bands, and Bars,
OF EXTRA WIDTH, LENGTH, OR GAUGE.

PUNCHED WASHERS.

ROLLED CHAIRS

WITH SINGLE OR DOUBLE CONTINUOUS LIPS;
Rail Joints, Shoes, Splices and Fishing Pieces
OF EVERY DESCRIPTION.

CHARLES E. SMITH, CHAS. WHEELER,
STEPHEN MORRIS, STEPHEN P. M. TASKER,
THOS. T. TASKER, JR.

MITCHELL & WORCESTER, GENERAL COMMISSION MERCHANTS,

Agents for the sale of

SAFES

AND LOCKS,

RAILWAY SUPPLIES,

FORGINGS,

NAILS, TACKS, ETC.,

No. 146 Chambers st.,
NEW YORK.

RICHARD DUDGEON, MACHINIST,

24 COLUMBIA ST., NEW YORK.

WOULD respectfully inform his friends and the public
that he has removed to his new Building No. 24
Columbia Street,
where he is prepared to
furnish

Hydraulic Jacks,

of from 4 to 150 tons
lifting power. PULL-
ING JACKS of differ-
ent sizes.

Hydraulic Presses

WITH PLATENS.

Hydraulic Punches

for punching iron from
three-eighths to 1 inch
thick. Force Pumps

for Hydraulic Presses.

Force Pumps for test-
ing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.—
Squirting Oil Cans, also Danver's Patent Steam Hammer



TRADE MARK.



TRADE MARK.



THE CROCKETT LEATHER CLOTH CO.,
Corner Mill and Brown Sts., NEWARK, N. J.

MANUFACTURERS OF

J. R. & C. P. CROCKETT'S PATENT ENAMELED LEATHER CLOTHS,

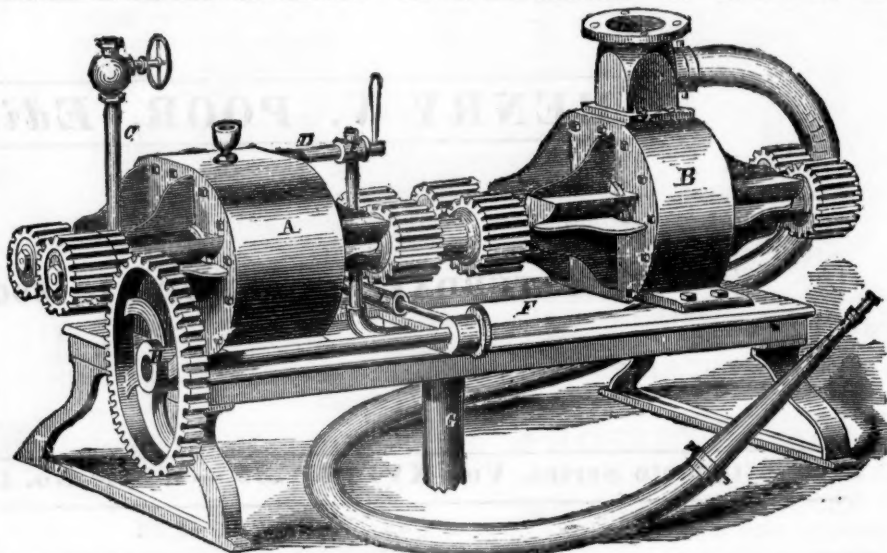
OF ALL COLORS, ALSO

VERY SUPERIOR COACH AND FURNITURE VARNISHES,

WARRANTED TO STAND IN ANY CLIMATE.

G. EDWARDS, Agent, Office, 165 William St., NEW YORK.

RAILROAD STEAM PUMPS.



HOLLY'S PATENT ROTARY PUMP and ENGINE, the most simple, durable and reliable
PUMPING APPARATUS, yet introduced. Adapted for Steam Fire Engines, Railroad Stations and Factories, and arranged
to be driven by Steam, by Power or by Hand.

C. W. COPELAND, 122 Broadway, New York.

R. H. DICKSON, Commission Merchant,

AND DEALER IN

GUM COPAL, PAINTS, OILS, DRUGS,

VARNISHES, ETC.,

10 CEDAR STREET,
NEW YORK.

D. VAN NOSTRAND, BOOKSELLER, PUBLISHER,

AND

IMPORTER,

192 BROADWAY, NEW YORK,

(UP-STAIRS.)

BOOKS imported from London and Paris by every
steamer, and at the lowest possible rates, and, for Public
Institutions, free of duty.

A large stock of the principal FRENCH, ENGLISH and
AMERICAN MILITARY AND ENGINEERING
Works on hand.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS.
u to 144 inches, FLUSHES, BURLAPS, CAR HEAD
LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by

WILLIAMS & PAGE,
67 Water st., Boston.

J. MURRAY, JR., ARCHITECT & BUILDER,

No. 3 CEDAR STREET,

(Near Pearl), NEW YORK.

STORES AND OFFICES FITTED UP.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 35.]

SATURDAY, SEPTEMBER 1, 1860.

[WHOLE No. 1,272 VOL. XXXIII.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Lake and River Navigation	765
Power of a Corporation to Purchase, Hold, and Re-issue its own Stock	767
Niagara Falls Suspension Bridge	767
Morris (N. J.) Canal	769
South-western (Ga.) Railroad	770
Chicago and North-western Railroad	771
Chartiers Valley Railroad	771
Sleeping Car on the New York and Erie R. R. ..	771
New York and Erie Railroad	772
Mississippi and Missouri Railroad	772
Atlantic and Great Western Railroad	773
Ohio Railroad Reports	773
Atlanta and West Point Railroad	780
Louisville, Frankfort and Lexington Railroad ..	781

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, September 1, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being the payment of their dues to the close of the current year. A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, \$3.00; do., colored in counties, \$4.00; in pocket form with cover, \$1.00—the latter sent by mail, pre-paid, upon receipt of the price.

Milwaukee and Mississippi Railroad.

At a meeting of the bondholders, held on the 23d ult., a plan was adopted for the re-organization of this company. A resolution, expressive of confidence in the ability and integrity of the Receiver, was passed. They also adopted a report of the committee of bondholders who had conferred with a committee from Milwaukee, recommending that the city of Milwaukee may receive the second-class preferred stock for their claim of \$234,000 and interest—provided the city assent to the agreement within sixty days. The following gentlemen were elected Trustees and Attorneys to act for the sub-

scribers to the agreement: John Catlin, Louis A. Von Hoffman, L. H. Meyer, Wm. Schall, Allan Campbell, William Wilkinson.

Lake and River Navigation.

The State Engineer and Surveyor in compliance with the law of 1854 entitled "An Act for the incorporation of companies formed to navigate the lakes and rivers" made his usual annual report in March last. This has been recently published and a copy furnished us by George R. Perkins, Esq., Deputy State Engineer. From this we learn that there are within the State of New York seventeen companies that derive their powers from the provisions of this law and these have made returns of their condition as required thereby.

The following tables, abstracted from the report contain summaries of all the important information that permits of tabulation.

1. STATEMENT of the capital and debt of each company:—

Companies.	Capital paid.	Debt.	Total.
American Steamboat	\$67,400	\$13,687	\$81,087
American Transportation	270,000	250,114	520,114
Black River Steamboat	10,000	10,000	20,000
Buffalo Elevating and Storing	67,600	16,350	83,950
Buffalo and Toledo Transportation	125,000	125,000	250,000
Catskill Steam Transportation	20,000	20,043	40,043
Harlem and New York Navigation	45,000	45,000	90,000
Lake Erie and Buffalo Steamboat	10,000	10,000	20,000
New York and Albany Propeller Line ..	40,000	9,075	49,075
New York and Albany Propeller Line ..	5,774	1,439	7,213
New York and Western Towing	55,000	25,832	80,832
Northern Transportation	300,000	13,686	313,686
Northern Transportation Line	65,000	16,664	81,664
Ontario Steamboat	40,000	27,759	67,759
Port Henry and Whitehall Towing	10,000	171,151	181,151
Western Transportation	839,000	1,010,151	1,849,151
Total	\$1,969,874	\$562,363	\$2,532,237

2. STATEMENT of the vessels and hands employed, the amount of receipts, and the dividends on capital during the year:—

Companies.	Vessels.	Hands.	Freight.	Other.	Total.	Divid.
American Steamboat	3	84	\$763	\$28,602	\$29,365	...
American Transportation	146	1,016	610,065	56,088	666,153	...
Black River Steamboat	2	7	4,380	12,000	16,380	...
Buffalo Elevating and Storing	3	70	66,250	16,405	82,655	...
Buffalo and Toledo Transportation	2	20	7,925	34,428	42,353	...
Catskill Steam Transportation	1	22	3,659	49,349	53,008	...
Harlem and New York Navigation	2	95	7,240	6,493	13,733	...
Lake Erie and Buffalo Steamboat	2	33	37,009	6,481	43,490	...
New York and Albany Propeller Line ..	1	14	1,793	71,465	73,258	...
New York and Western Towing	1	160	8,894	21,585	30,479	...
Northern Transportation	12	300	232,011	35,000	267,011	...
Northern Transportation Line	41	244	200,000	42,540	242,540	...
Ontario Steamboat	6	136	24,361	12,329	36,690	...
Port Henry and Whitehall Towing	1	5	474,786	35,347	510,133	...
Western Transportation	160	1,000	474,786	35,347	510,133	...
Total	386	3,210	\$1,579,157	\$127,521	\$2,006,678	\$39,025

The information further than contained in the above tables, furnished by the report, will be found in the following descriptions of the companies severally.

American Steamboat Company. Owns three Steamboats—the New York, 995 tons, the Northern, 905 tons, and the Jenny Lind, 468 tons; and operates on Lake Ontario and River St. Lawrence touching at Ogdensburg, Prescott, Morris-

town, Brockville, Alexandria Bay, Clayton, Cape Vincent, Toronto and Lewiston. Principal office—Ogdensburg, St. Lawrence Co., N. Y. The company has been dissolved and its affairs are in the hands of E. B. Allen, J. G. Averell and W. J. Averell, receivers appointed by the court.

American Transportation Company. Owns 13 propellers and 133 canal boats. The propellers are the Iowa 981½, Potomac 818½, Chicago 758½, Buffalo 689, Alleghany 601, Edith 559, Forest Queen 467, Niagara 450½, Pocahontas 426½, Cataract 393½, Scioto 384, Spaulding 380, and New England 351½—total 7,262 tons. The canal boats average 100 tons measurement. The company during the year sold three propellers, one steaming and six canal boats; and three propellers were lost. The business of the Company is transacted on the Hudson and East rivers, the Erie Canal, Buffalo Creek, Lake Erie, Detroit river, Lake St. Clair, St. Clair River, Lake Huron, Lake Michigan and all the navigable rivers connected therewith. Principal office—Buffalo, Erie Co., N. Y. Officers for 1859-'60—Franklin Lee, President, and James C. Evans, Treasurer and Secretary.

Black River Steamboat Company. Owns one steamboat of 150 tons, and one lighter of 50 tons. Navigates the Black River from Lyon's Falls to Carthage 42½ miles. Principal office—Lyon's Falls, Lewis Co., N. Y. Officers for 1859-'60—Lyman R. Lyon, President and Acting Treasurer; N. B. Sylvester, Secretary, and Walter Whittlesey, Superintendent.

Blanchard Steamboat Company. Insolvent and property sold. The only steamboat owned by the Company was burned, and nothing is known to exist except judgments against the company. Charles H. Trask, Assignee.

Buffalo Elevating and Storing Company. Owns two elevators, valued at \$120,000 and transacts business on Buffalo Creek and Hatch's Slip. Principal office—Buffalo, Erie County, N. Y. Officers 1859-'60—Hiram Niles, President; W. H. Abell, Treasurer, and S. S. Guthrie, Secretary.

Buffalo and Toledo Transportation Company. Owns three propellers, the Orontes 259, the Euphrates 587, and the Araxes 593—total 1,769 tons; and transacts business on Lake Erie between Buffalo, Erie, Cleveland, Sandusky and Toledo. Principal office, Buffalo, Erie Co., N. Y. Officers 1859-'60—Dean Richmond, President, and Thos. D. Dole, Treasurer and Secretary.

Catskill Steam Transportation Company. Owns one steamboat, 341 tons, and navigates the Hudson River between the harbor of New York and Catskill Creek. Principal office, Catskill, Greene Co., N. Y. Officers 1859-'60—Geo. H. Penfield, President, and Isaac Prunyn, Secretary and Treasurer.

Harlem and New York Navigation Company. Owns two steamboats—the Sylvan Grove, 283 tons, and the Sylvan Shore, 217 tons; and operates on the East and Harlem rivers and in the harbor of New York. Principal office, Harlem, New York Co., N. Y. Officers 1859-'60—W. H. Colwell, President; Henry P. McGown, Treasurer, and J. N. Watson, Secretary.

Lake Erie and Buffalo Steamboat Company. Charters two steamboats, the city of Buffalo,

2,100 tons, and the Western Metropolis 2,000, and operates on Lake Erie between Buffalo and Cleveland. Principal office, Buffalo, Erie Co., N. Y. Officers, 1859-'60—John Stryker, President, and R. B. Chapman, Superintendent, Treasurer and Secretary.

New York and Albany Propeller Line. Owns two propellers and one receiving barge, viz.: the Western World, 442 tons, the Erastus Corning, 442 tons, and the Dutchess County, 189 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—Benjamin Akin, President; Samuel Schuyler, Treasurer and Superintendent, and Robert Courtney, Secretary.

New York and Long Island Steamboat Company. Owns one steamboat, the Ocean Wave, 270 tons, and operates upon the East River, Long Island Sound, Huntington Bay, and Stoney Brook and Port Jefferson Harbors. Principal office, Port Jefferson, N. Y. Officers, 1859-'60—Reuben H. Wilson, President, and Thomas T. Ritch, Treasurer and Secretary.

New York and Western Towing Company. Owns about 200 mules and horses with their harness, and one canal boat, 175 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—William Coffin, President and Treasurer, and Albert H. White, Secretary. The Secretary's address is No. 113 Broad st., New York City.

Northern Transportation Company. Owns 12 propellers, 4,190 tons, and transacts its business on the rivers Detroit, St. Lawrence and St. Clair, and the Lakes, Ontario, Erie, St. Clair, Huron, and Michigan and the waters connected therewith. Principal office, Ogdensburg, St. Lawrence Co., N. Y. Officers, 1859-'60—Philo Chamberlin, President; Charles L. Thompson, Treasurer, and John H. Crawford, Secretary.

Northern Transportation Line Company. Owns two steamboats, one propeller, two sailing vessels and 36 canal boats, and operates on the waters of the East River, New York Bay, Hudson River, Champlain Canal, Chambly Canal, Richelieu River and the St. Lawrence. Principal office, Whitehall, Washington Co., N. Y. Officers, 1859-'60—Thomas T. Vaughan, President, and Oliver Blascom, Treasurer and Secretary.

Ontario Steamboat Company. Owns six steamboats, viz.: the Bay State 935 tons, the Ontario 832 tons, the Cataract 577 tons, the Niagara 573 tons, the Montreal 295 tons, and the British Queen 291 tons; and transacts business on Lake Ontario and the river St. Lawrence, operating between Prescott, Morristown, Brockville, Alexandria Bay, Clayton, Cape Vincent, Kingston, Sackett's Harbor, Oswego, Charlotte, Lewiston, Toronto, and Ogdensburg. Principal office, Oswego, Oswego Co., N. Y. Officers, 1859-'60—Samuel Farwell, President; J. B. Penfield, Treasurer and Secretary, and H. N. Throop, Superintendent.

Port Henry and Whitehall Towing Company. Owns one propeller, the John H. Reed and transacts business on Lake Champlain. Principal office, Port Henry, Essex Co., N. Y. Officers, 1859-'60—Jona. G. Whitherbee, President, and Pierre Dupries, Secretary.

Western Transportation Company. Owns 14 steam propellers, one steam tug, two sailing vessels and 143 canal boats. The propellers are as follows:—Plymouth 846 tons, Mayflower 624 tons, Mt. Vernon 578 tons, Dunkirk 542 tons, Old Con-

cord 457 tons, Mary Stewart 414 tons, Omar Pasha 344 tons, Illinois 530 tons, Saginaw 407 tons, Mohawk 789 tons, Tonawanda 822 tons, Neptune 636 tons, Free State 768 tons, Missouri 589 tons. The company's business is transacted on the waters of the East River, New York Bay, Harlem River, Erie Canal, Niagara River, Buffalo Creek, Lake Erie, Cuyahoga River, Maumee River, Detroit River, Lake St. Clair, River St. Clair, Lake Huron, Lake Michigan, Milwaukee River and Chicago River. Principal office, Tonawanda, Niagara Co., N. Y. Officers, 1859-'60—John Allen, Jr., President; E. L. Fursman, Treasurer, and B. A. Root, Secretary.

So far as these reports go, they are exceedingly valuable. They are however very imperfect, *first*, in information, and *second*, in the number of companies embraced. In the latter connection we would ask why only a few of the joint stock companies in the steamboat interest are required to report annually on their affairs to the exclusion of all others and the far greater number. Why do not our laws compel the *ferry* companies to disclose their condition? Why are not, indeed, all other companies incorporated under the laws of the State compelled to do the same thing? It is not that we wish to pry into their individual affairs, but that we require the information for general economical application. With regard to the amount of information to be deduced from such companies, we can only say that it ought to be full and explicit. We ought not only to have the number and tonnage of the vessels employed but also their power (of steamers) and the number of trips made with the amount of freight and number of passengers and the direction of each carried. We ought also to be informed on the charges for freight and its value. Apply even the requirements of the Railroad law to this interest, and a large step towards perfection would be obtained; but we would go further than this and embrace also the information stated by the State Engineer in his last railroad report to be desirable. In the document referred to, the State Engineer says p. 17:—"During the past ten years great and important changes have been made in the management of railroads, and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance we are unable to distinguish the way freight from that which passes over the entire length of the roads, neither can we determine whether the movement is to or from tide-water. We have no separate account of live stock which is transported, no special account of the milk business; and there are many other particulars which it is important to have given in detail which cannot now be reached." If this extension of detail is necessary to be reported by railroad companies, is it less important that navigation companies should comply with the same rule? Both are alike engaged in the movement of persons and property, the one by land and the other by water, and it is alike important for both to state particulars. The principle is the same in both cases and, if carried out, a much more accurate idea of the vast extent of the internal commerce of the country than is now possessed would be elicited.

Journal of Railroad Law.

POWER OF A CORPORATION TO PURCHASE; HOLD; AND RE-ISSUE ITS OWN STOCK.

The question as to whether stock, that is repurchased by the corporation issuing it, is canceled by the act of purchase by the corporation; or whether it still exists in specie, as stock held by the company in the character of purchaser, is considered in the case of the City Bank of Columbus *vs. Bruce et al.* This case decides that in the absence of prohibition by statute a corporation may purchase its own stock, hold it unextinguished and afterwards re-issue the same.

The plaintiffs were holders of a note given by the defendants Bruce & Fox, to the Columbus Insurance Company for a certain amount of its stock; the note having been endorsed by the company to the plaintiff.

One of the defences relied upon by the defendants was that the note upon which the action was brought was invalid in the hands of the Insurance Company, because it was given for a subscription to the stock of the company without a compliance with the provisions of its charter. Section second of its charter was: "The capital stock of this company shall be one hundred thousand dollars, which may be increased, at the will of the stockholders to three hundred thousand dollars, divided into five thousand shares of twenty dollars each. At the time of subscribing, there shall be paid on each share five dollars, and the balance of each shall be subject to the call of the directors, and shall be secured by indorsed notes, payable on demand, or other property or stock."

It appeared that the Columbus Insurance Company began business with a capital of \$100,000. It afterwards resolved to increase its capital to \$300,000. In 1842 the company resolved that any stockholder indebted to it, on stock notes might pay by transferring to the company stock to the amount of \$113 for \$100 of such indebtedness. Under this resolution some of the persons who had taken the additional stock issued as above stated, surrendered their stock to the company, to the amount of about \$133,000.

The directors afterwards adopted a resolution that the capital stock be increased to \$300,000, and that the president and secretary, or such person as they might appoint for that purpose, "be authorized to receive subscriptions of stock to the amount of ninety thousand dollars; or so much as may be necessary to make the capital stock up to three hundred thousand dollars," upon certain terms therein specified, which authorized the reception from subscribers of notes secured by mortgage, indorsement or stocks. Under this resolution stock was issued amounting to \$32,000, among which was the note on which this action was brought.

The plaintiff had a verdict, and the judgment rendered therein having been affirmed at a general term the defendants appealed to the Court of Appeals, which also affirmed the judgment of the Court below. The following is that portion of the opinion of the Appellate Court bearing upon the point under consideration.

Selden J. Among the numerous points raised upon the trial of this cause, there are several which, in the view I take of the case it will be found unnecessary to consider. It is insisted, on the part of the defendants that the note upon

which the action is brought was invalid in the hands of the Columbus Insurance Company, because it was given for a subscription to the stock of the company, without a compliance with the provision of section two of the charter; which requires among other things, that the time of subscribing there should be paid upon each share \$5, and that the balance should be secured by indorsed notes, payable on demand, or by other property or stocks, to be approved.

These provisions being applicable only to an original subscription for stock, it becomes necessary to see whether the note in question was given upon such a subscription. To ascertain this it is unnecessary to notice the history of the company prior to 1842. In that year, the company being then in full operation with a capital of \$300,000, the amount authorized by its charter, the board of directors met and resolved that any stockholders, indebted to the company on stock notes might have the privilege of paying any part or all of such indebtedness in the capital stock of the company, at a rate specified in the resolution.

Under this authority, stock was surrendered or transferred to the company, in payment of notes, to the amount of \$133,000. There seems to be no ground for questioning the validity of this transaction. I am not aware of any common law principle which forbids it, nor is it shown to have been in contravention of any provision of the charter of the company, or any other of the statutes of Ohio. In the case of Taylor *vs. The Miami Exporting Company*, it was held that a bank might receive its own stock in payment of a debt, and might hold it as it did its other corporate property.

The subsequent resolutions of the board of directors of the Insurance company, viz: that of May 22, 1849, by which it was resolved to increase the capital stock of the company in the sum of \$50,000, and to receive subscriptions for that amount, and that of August 13th, 1849, authorizing similar subscriptions to the amount of \$90,000, are to be construed with reference to the circumstances under which they were adopted. As previous to the transfer of the \$133,000 of stock to the company, in payment of stock notes, the full amount of stock authorized by the charter had been issued, neither the directors nor stockholders of the company had power to add to that amount. The directors may have supposed that the stock transferred under the resolution of 1842 became *ipso facto* extinguished, and that the capital of the company was thereby *pro tanto* diminished; but I do not regard that as the necessary consequence of the transfer. It might or might not have that effect, at the option of the company, and would require, I think, some manifestation of such an intent to produce that result. As nothing of this kind was shown, it follows that there was no authority for the issue of any new stock. I see nothing, however, to prevent the re-issue and sale by the company of the stock so transferred; and, in absence of any proof to the contrary, the presumption is, that the directors intended to act within the scope of their powers, by selling the stock on hand, instead of issuing new stock, which they had no power to create. The terms used in the resolution are by no means conclusive as to the intent of the directors. They may have adopted the form of a subscription as the best mode of obtaining purchasers for the stock, transferred to

and held by the company, and there is no positive evidence to conflict with such an inference. All the stock issued to the new subscribers, therefore, should I think, be deemed a part of the stock so held. This conclusion disposes of several of the points raised by the defendants counsel. It shows that the requirements of the charter in reference to the original subscriptions have no application to the case. The directors needed no special authority to enable them to transfer the stock. It was clearly within the scope of their powers as the managing officers of the company. There was, therefore, a sufficient consideration for the note.

Niagara Falls Suspension Bridge.

Report of JOHN A. ROEBLING on Its Condition, on the 1st of August, 1860.

After an absence of two years, I have again visited the Niagara Railway Suspension Bridge, and have during a stay of three days, on the 18th, 19th and 20th of July, made a thorough examination of the work. I now present to you the following report:

The Niagara Bridge was opened for railway traffic on the 18th of March, 1855; the lower floor for common travel was completed and in use the year previous. The number of trains and trips of single engines, which at the present time pass over the Bridge in twenty-four hours, averages about forty-five. This great traffic accounts for the rapid wear of the rails, many of which require renewal.

After a thorough examination of all parts of the work, I am unable to report any change.

The camber of the floors and the deflection of the cables, as you well know, depend upon the temperature of the atmosphere. The relative level of the floors is the same as it was in 1855.

In order to be better enabled to judge whether the stiffness of the superstructure has been impaired by a five years' traffic, I placed a leveling instrument between the towers on the New York side, and observed the process of gradual deflection caused by five trains.

A train, composed of the engine "Essex," and tender, of 85 tons weight, drawing 10 empty cars, produced a deflection in the centre of 0.462 feet.

A small engine, drawing 2 loaded passenger cars, 1 baggage car and 1 loaded cattle car 0.540 "

Another light engine with 5 loaded passenger cars and 1 baggage car 0.520 "

The engine "Essex" and tender alone 0.315 "

The same engine returning with 8 loaded cattle cars, each holding 17 to 18 cattle of the largest size 0.789 "

A short, but heavy train, such as the last, when in the centre of the bridge between the stays, produces the greatest deflection, comparatively. A longer train, loaded at the same rate and extending over the limits of the stays, deflects the work but little more. In proportion, as the ends of the floor are weighed down, the centre is kept up. By comparing the above observations with those of 1855, we discover no essential difference. The great experimental train, which covered the whole bridge with loaded cars, propelled by two engines, produced a deflection of ten inches. A similar train passed over now will do the same.

The extreme rise and fall of the floor, owing to the contraction and expansion of the cables, amounts to more than two feet. But the cables being at liberty to contract and expand, this process can never affect their strength.

In my report of 1855 I stated the aggregate ultimate strength of the four suspension cables at 12,000 tons.
Permanent weight, supported by cables, 1,000 "
Tension resulting 1,810 "
Proportion of permanent tension of strength 1:6.63
Tension produced by a train of 250 tons 452 "
Aggregate tension 2,262 "
Proportion of work's tension to strength, 1:5.30

This liberal allowance of strength and freedom from vibration will insure the durability of the cables.

The woodwork of the Niagara Bridge, being kept well painted and otherwise well-protected, will last for forty years and more. The old wood on St. Clair Bridge, at Pittsburg, Pa., which I removed to make room for a new Suspension Bridge, recently completed, has stood exactly forty years. All its principal timbers of pine and oak, on removal, were found good and sound. A portion of this material, after being well tarred, has gone into the new suspension floor, and will no doubt render good service for another forty years.

My views of the durability of the cables have undergone no change since 1855; they have only been strengthened by additional experience. This being a subject of great importance and of general interest, I embrace this opportunity to express myself more fully, and thus perhaps to contribute towards a better understanding of the nature of iron.

This fact is well known that wrought iron under certain conditions will undergo certain radical changes. And so will all kinds of matter. The material universe is not by any means constituted upon the principle of *immortality*. Material existence is but a theatre of change, of breaking down, of reduction and of reconstruction of the elements of matter. The Egyptian pyramids are even now undergoing a slow process of disintegration. The dry air of that region, slow in action, is still sure to do its appointed work. And as all human fabrics being but material constructions, will have to succumb to the same inexorable law, we cannot expect that the Niagara Bridge will form an exception.

Two kinds of changes are known, which will affect the strength of iron and other metals. The one is wrought by the chemical process of oxidation, and can be guarded against effectually, and is so guarded in the Niagara Bridge. All iron and wire within reach are kept well painted, and thus preserved against rust. The anchor chains and their connections with the cables, inside of the anchor masonry and in the rock below, after three coats of paint, are protected by the cement grout, which forms a solid envelope, excluding air and moisture.

But aside from the mechanical protection thus afforded, I depend principally, as was explained in my report of 1855, upon the well known chemical action of calcareous cements in contact with iron. Oxygen has a greater affinity for lime than iron. So long, therefore, as the cement will combine with oxygen, or in other words, has not become completely crystallized, which is a very slow process inside of heavy masonry, the iron will be protected. The cement, not exposed to the air, when setting slowly, has a tendency rather to expand than to contract; but suppose there should be cracks around the anchor bars, large enough to admit air and moisture. Water will then find its way through those cracks, but on reaching the iron, will be more or less impregnated with cement and thus add another protecting coat. The chemical principle, which I have explained here, I apply daily in my factory for the preservation of wire against dampness. I have also carried on direct experiments for a number of years, which have convinced me of the preserving property of calcareous cements in damp situations.

But iron under certain conditions will undergo another change, which is not so well understood, and is indeed as yet a partial mystery. And this fact has been seized upon as an invincible argument against iron bridges generally, and against the Niagara Bridge especially. I refer to the supposed and popularly so-called *granulation* of fibrous wrought iron.

Although this subject has engaged my attention for a series of years, and I have taken pains to obtain correct information, I yet hesitate to express any decided opinions, that would cover the whole field of investigation. The question at large I consider open yet. This much only I believe to be

settled, that good iron will undergo no change in course of time, unless it is acted on by great heat, or is under the influence of strong continuous vibrations under tension.

As an exception to this last proposition, may be cited the case of old anchors and chains, which, after being exposed on the ground or in the ground, a great length of time, had become considerably rusted and reduced in strength. Aside from rusting, magnetic influences were supposed to have been at work in destroying the strength of these irons. But it should be remarked, that none of these cases have been sufficiently well examined to warrant sound conclusions. It is true, that the earth forms a great magnet, whose magnetism is maintained by the sun; and that the magnetic condition of all metals is more or less depending upon the great parent magnet. A steel magnet, that has lost its power or tension, when buried in the earth, will be restored by its magnetic currents. But how far the cohesion and elasticity of wrought iron may be affected by these currents, we are yet ignorant of. When a bar of iron is drawn apart by a tensile strain, the fractured ends are magnetically excited, and will attract iron filings, at the same time that they become heated. Both phenomena, magnetism as well as heat, will always accompany the forcible rupture of iron, as can be readily ascertained by experiment. The same phenomena are also exhibited when iron is hammered cold, the heat in this case being more apparent than the magnetism.

The cohesion and elasticity of wrought iron, although different properties, appear to be closely related. In speaking of elasticity, I mean the natural elasticity, and not what is produced by the forced process of tempering. And here may be pointed out a marked, physical difference between steel and iron. While the hardening or tempering of steel can be carried to almost any degree, that of the latter cannot.

Whatever destroys or impairs the elasticity of iron or steel, will also affect its cohesion. And this fact has also a significant magnetic bearing. Tempered or hardened steel possesses more tensile strength than soft steel. Now when tempered steel loses its hardness by annealing, it assimilates nearer to soft iron in its relation to magnetism. Red-hot iron is not attracted by a magnet, while a steel magnet entirely loses its magnetic properties on being heated red-hot. Another remarkable fact is, that artificial as well as natural magnets, when *overloaded*, become weakened. And so does the cohesion and elasticity of an iron or steel bar become weakened by overloading.

The limit of elasticity, or of the *recuperating* force, as it might be termed, of iron and steel is generally stated at one-third of their ultimate strength. I am of the opinion, that this is much *over-estimated* for soft puddled iron, and *under-estimated* for good hammered charcoal irons, and still more for steel.

The opinion prevails that a well drawn out fibre is the only sure sign of tensile strength. This, however, is true only when applied to *ordinary* qualities of bar or rail iron. The fact is different with good charcoal irons and with steel. The greatest cohesion is accompanied by a fine close-grained, uniform appearance of texture, which, under a magnifying glass, exhibits fibre. The color is a silvery lustre free from dark specks. The finer and more closely-grained the texture, the nearer the iron approaches to steel. Those who are familiar with good Swedish or Norway irons, will support these statements. These facts alone should be sufficient to disprove the erroneous notion that good iron and steel, which should always be granular, will become so only by vibration, and will thereby lose their strength. But it is important to keep in mind the distinction between a fine uniform granular fracture, and a coarse crystalline fracture. Where coarse crystallization appears, there is a want of contact and compactness, consequently of cohesion and strength generally.

Wire cables, car-axes, piston-rods, connecting-rods, and all such pieces of machinery, which are

exposed to great tension as well as torsion and vibration, should be manufactured of iron which not only possesses great cohesion, but also a high degree of hardness and elasticity. The best car-axes now in use, are those made of soft steel by Krupp, in Germany. This steel is manufactured from the spathic ore or natural steel ore, of the celebrated mines at Muesen in Siegen, Prussia. A correct report on these axes was given to me by one of the Prussian Commissioners of Railways, in whose district Krupp's works are located. They are safe in cold weather and seldom known to break. This proves that soft steel with more of a granular texture than fibre, possesses a much greater elasticity and strength than the best fibrous iron; and it also furnishes another strong proof against the granulation theory, so much credited in this country.

The capacity of iron to resist vibration and tension differs much in different qualities, and still greater is this difference when the irons are exposed to a very cold temperature. The tubular bridge at Montreal will not last as long as one in Great Britain of the same dimensions, material and workmanship, and rendering the same service; and still less than the tubes over the Nile in Egypt. One hard winter in Canada will be as trying to the structure as ten years are in Great Britain.

In order to examine the fitness of various qualities of iron for the manufacture of wire rope, I undertook, during the hard winter of 1856, at my establishment at Trenton, a series of experiments, when the thermometer was five to ten degrees below zero. The samples for testing, about one foot long, were reduced in the centre to exactly three-quarters of an inch square, and their ends left larger, were welded to heavy eyes, making in all a bar of three feet long. Thus prepared, they were thrown outside the mill, covered with snow and ice, and left exposed for several days and nights. Early in the morning, before the air grew warmer, a sample, enclosed in ice, would be put into the testing machine, and at once subjected to a strain of 28,000 pounds, the bar being suspended in a vertical position, left free all around. A stout mill hand, armed with a billet of one and a half inch in diameter and two feet long, then struck the sample horizontally a number of blows, hitting the reduced section as hard as he could. The blows were counted and continued until rupture took place. Care was taken to maintain a tension of twenty-six thousand pounds during this test, by screwing up the lever, while the sample kept stretching. Other means for producing vibration were attempted, but none proved so effective as the hitting with an iron bolt. I would remark here, that most of these irons would support from seventy to eighty thousand pounds per square inch; and that good samples of three-quarters of an inch square, would support a strain of twenty-six thousand pounds for a whole week, with no visible stretching, provided all vibration and jarring was avoided. But the least jar would produce a permanent elongation.

Without going into the details of these interesting and instructive experiments, I will only state that the number of blows which the different samples resisted, when encased in ice, ranged from three to one hundred and twenty. Inferior qualities of a crystalline texture would break at the third or fourth blow. Good samples of refined puddled bar resisted very well, and went up to sixty blows, while the better qualities of hammered charcoal irons, supported up to one hundred and twenty blows, stretching and drawing all the time. Indeed, it seemed a wire-drawing process on a rough scale. On the tension being reduced to twenty thousand pounds, some good samples resisted the almost incredible number of three hundred blows, before breaking.

Such qualities of iron may be depended upon for the construction of wire-cables and car-axes. They will be safe at the North Pole, while inferior qualities may answer very well in warmer latitudes.

All irons form alloys of pure iron, mixed with

carbon and other impurities. A certain amount of impurities in the shape of good cinder appears to be necessary to impart strength and cohesion to this metal, and also to make it malleable, and to give it welding properties. The purer the iron is, the higher the heat at which it will weld. Compare for instance good Swedish iron with common puddled bar. While the latter will weld at a low heat, the former requires a much higher heat. Compare their fracture and color. The good Swedish bar will exhibit either a fine granular appearance or fibre, accompanied by a silvery lustre, showing comparative purity; the puddled bar will be of a dark color, with a graphite lustre, and will show a coarse texture or loose fibre.

During the process of puddling, as well as of blooming, the melted pig-iron is mixed with cinder, and this mixture, which will adhere by cohesion, prevents the formation of large crystals, which is the tendency of pure iron in a molten state. Now by working (bringing to *nature*, as the puddler calls it,) this mixing and crystallization is promoted. The subsequent squeezing and rolling of the puddled ball, or the hammering and shingling of the bloom, will have the effect of condensing, laminating, reducing and drawing out these crystals, at the same time removing and squeezing out the superabundant cinder from between the metallic crystals. Thus the drawn out fibre is composed of an aggregate of pure iron threads and leaves, enveloped in cinder.

Pure iron as well as very impure iron is weak; the maximum strength and toughness is obtained by a certain mixture of pure iron with carbon and cinder, thorough worked and incorporated. When the fibrous and laminar aggregation becomes so dense as to be fit for the manufacture of steel, then are by this very process sufficient impurities expelled, and the greatest degree of cohesion is obtained. Hence strong steel can only be made of strong iron, no matter what chemicals may be administered during the process.

Keeping the above process before our mind, we may now understand why even the best fibrous wrought iron, when exposed to long continued vibration under tension, or to torsion, bending or twisting, must inevitably become brittle, *because the iron threads and laminae become loosened in their cinder envelopes*. But the cohesion between the iron and its cinder once destroyed, and its strength is gone. Now whether cohesion is the result of magnetic attraction (according to Fraday,) or otherwise, this process appears to be purely mechanical. But let the explanation, which is here offered, be correct or not, the fact remains that fibrous iron and all kinds of iron and steel, will be rendered brittle by vibration and tension, or by bending and twisting, *without* undergoing any mysterious change in its molecular arrangement.

It is only within the last hundred years that wrought-iron has become a necessity on public and private works. Large structures, entirely composed of iron, are of a still more recent date. Long experience on a large scale is therefore wanting. But as far as it goes, the opinion is fully sustained that good iron, not overtaxed by tension and vibration, and otherwise preserved, will prove of the most durable building materials at our disposal.

The Menai Chain Suspension Bridge has now stood about thirty-six years, and is still considered a safe work, although it has, for the want of stiffness, on several occasions, suffered severely from gales. The old Wire Suspension Bridge, at Friburg, in Switzerland, has been in use about twenty-seven years, but it does not possess enough of strength and stiffness to guarantee its safety much longer in its present state.

It should be remembered that there are many suspension bridges in this country, as well as in Europe, built without any regard to stiffness, and are therefore constantly subjected to vibration, which must greatly limit their durability.

The cables of the Niagara Bridge, on the other hand, are free from vibration, consequently will last as long as the nature of good wrought-iron will permit, when subjected to a moderate tension, not exceeding one-fifth of its ultimate strength.

This durability I am unwilling to estimate at less than several hundred years.

Morris (N. J.) Canal.

This canal extends from the Delaware river at Easton to the Hudson river at Jersey City, opposite New York, 102 miles. The Lehigh coal trade enters the canal at Port Delaware, in the borough of Philipsburg, partly by canal and partly by railroad. That by canal is locked from the Lehigh canal into the Delaware river, and crosses the river by a rope ferry, and leaves the river by an inclined plane, 35 feet high.

The track of the Belvidere Delaware Railroad passes over this plane on a bridge, and the track of the Lehigh Valley Railroad passes over that bridge on another bridge, making three rail tracks precisely at the same point, one above another, having the appearance of three stories. It frequently happens that a canal boat on the plane, and a coal train on each of the roads, are all in motion at the same instant, and at the same vertical point, and diverging from that point, each to pursue its own appropriate line of communication to the seaboard, or the city of New York. At the head of the inclined plane is a large shipping basin connected with the Lehigh Valley Railroad, by a branch railroad, provided with coal shutes for shipping coal directly from the Lehigh Valley Railroad into boats at this point.

Two miles from Port Delaware are the three furnaces of the Trenton Iron Company, known as Peter Cooper's furnaces, which consume about 30,000 tons of coal per annum, and give employment to 500 men. At this point the canal leaves the Delaware river and ascends the valley of a mill stream called the Lopatcong, passing a village called Green's Mills, also several locks and planes, to Port Warren, a small village at the foot of plane nine, west. This is a double track plane, 100 feet high and 1,600 feet long, and passes a boat in each direction at the same time, and occupies less than five minutes in making the passage. All the planes are operated by water power, and at this plane the water is used under a vertical head of 55 feet. This plane brings the canal upon the table land between the valley of the Lopatcong and of another mill stream called the Pohatcong. Crossing this table land and continuing up the valley of the Pohatcong, the canal passes the villages of Stewartsville, New Village and Broadway, and reaching the foot of plane seven, west, it mounts in one lift 73 feet, to the high table land between the Pohatcong, and the valley of the Musconetcong river. Near the head of this plane is the beautiful village of Washington, and in this village the railroad of the Delaware, Lackawanna and Western Railroad Company crosses the canal at an elevation just right to allow an easy shipment of coal into boats. This company has erected at this point extensive coal shutes and other fixtures for shipping coal and other freight from the railroad to the canal and from the canal to the railroad. This is near the village of Oxford and the old furnaces known as the Oxford furnaces.

The coal brought to the canal at this point is from the Wyoming Valley, and is known as Scranton coal. The amount is about one-third of all the coal carried on the canal. From Washington the canal passes up the valley of the Musconetcong through the villages of Port Colden and Port Murray to the city of Hackettstown, and thence still along the same valley until it comes upon the level of the waters of the river, and forms a slack water navigation; thence leaving the valley of the river at the village of Waterloo, it mounts by a rapid succession of planes to the village of Stanhope, and thence through an artificial lake of 500 acres, used as a reservoir to feed the canal, and by aid of another plane, it reaches the summit level on the top of Schooley's mountain, having ascended 760 feet above the Delaware river at Easton, and being 914 feet above tide-water at Newark. At this point comes in the main feeder, from Lake Hopatcong. This is a natural lake of great depth, covering about 2,800 acres, and must be drawn down 12 feet to bring the surface up the lake on the same level as the surface of the water in the

summit level of the canal. This reservoir feeds the canal westward to the Delaware river, and eastward 27 miles to the point where the feed is taken from another natural lake, called Greenwood Lake, which covers 2,500 acres, and can be drawn down about 12 feet. These lakes insure a full and even supply of water at all times, without the risk of any inconvenience to the navigation from drouths, however severe or protracted they may be.

There is a navigable feeder to the outlet of Lake Hopatcong, and a lift lock into the Lake, and a steam-tug on the Lake constantly towing the boats to and from the ore landings. From 30,000 to 40,000 tons of zinc ore, iron ore and Franklinite are shipped annually from this Lake. From the summit level the canal descends, by a succession of levels, as rapidly on the east side of the mountain as it ascended on the west side, till it reaches the village of Dover, a manufacturing town on the Rockaway river; thence, following the valley of this river four miles to another manufacturing town, called Rockaway; there descending another plane; and thence along the same valley four miles further, to another like town, called Powerville; and one mile further to the great nail works at the Boonton Falls, on the Rockaway river, known as Fuller, Lord & Co.'s Iron Works. These Iron Works embrace a blast furnace, rolling mills, and nail machines to make twelve hundred kegs of nails per day, and give employment to six hundred operatives. All the works are driven by water power, the water being taken from the river at the head of the falls, and discharged into the canal at the foot of plane 7, east. At this point the canal leaves the valley of the Rockaway river, passing down two more planes to the intermediate table lands between the valleys of the Rockaway and Pompton rivers, and crossing the Pompton river by an aqueduct, reaches the Passaic river at Little Falls on that river. The canal crosses this river below the Falls by a stone aqueduct, 60 feet span, and 60 feet above the water. Here are the extensive freestone quarries of New Jersey, so much noted for the fine texture of the stone. Trinity Church, New York city, is built with stone from these quarries. The Passaic river falls 50 feet at this point, giving a large water power, now partially used for manufacturing purposes. The canal continues down the river on the same level, through the city of Paterson, a purely manufacturing city, of 20,000 inhabitants—situated at the Great Falls (90 feet) on the Passaic river. All the water power is now used, and, in addition, steam power has been extensively introduced.

At the lower end of the 17 mile level on the canal is the village of Bloomfield, which is another extensive manufacturing town. Five miles from Bloomfield is the city of Newark, the largest city in the State. The canal runs nearly through the centre of the city, a distance of three miles, affording facilities for distributing coal at convenient points along the whole distance. Leaving Newark, the canal crosses the Passaic river, the horses crossing on a bridge and towing the boats across the river. The boats cross the Hackensack river in the same way.

On the east side of the Hackensack river, the company has erected a steam engine of 100 horse power, to drive a large wheel, by means of which one hundred thousand gallons of water is raised per minute from the Hackensack river into the canal, to insure a full supply of water at all times.

At Jersey City the company has erected extensive wharves, piers and basins, for the convenience of the trade of the canal, and particularly for the re-shipment of coal and iron.

From Washington to Powerville, a distance of over 40 miles, the canal passes through a region of country all the way interspersed with magnetic iron ore and limestone, presenting some of the best locations for blast furnaces now unoccupied in the country.

There are twenty-three inclined planes, eleven west of the summit and twelve east of the summit. The greatest elevation of any one is 100 feet, and the least is 35 feet, and the average sixty-three feet each. Experience has demonstrated that these are better than locks, because by them the

company annihilate lockage or elevation, making the practical effect the same as if the canal were level, because a mile of canal with a plane in it, is passed as quickly as a mile of level canal. There are twenty six lift locks on the whole line from Easton to Jersey City. The elevation between Lakes Erie and Ontario could be overcome by one plane, instead of the tortuous route and tedious lockage of the Welland Canal. We mention the fact simply to help forward a great national work, which must be done if the States are to retain the trade of the West. We are assured by most competent engineers, that a plain can be made that will pass any craft that will pass the Sault Ste. Marie Canal, or any craft that is engaged in the carrying trade on the Lakes, in half an hour, from the level of one Lake to the level of the other Lake, carrying the vessel all the way in water, and that this can be done for less than half the money that would be required to make locks for the same craft.—*Phila. Ledger.*

South-western (Ga.) Railroad.

The annual meeting of the stockholders of this company was held on the 9th ult., at which the report of the Directors was presented, showing the result of the operations of the road for fiscal year ending July 31, 1860. The net earnings during that time, after paying all ordinary and extraordinary expenses, amounted to.....\$385,012 29
To which add premium and discount. 3,841 53

Disbursed as follows:

Feb'y dividend, 4 per ct...\$93,424 00
Interest on bonds..... 27,632 50
Annuity to city of Macon. 1,250 00
----- 122,306 50

Aug. divid'd, 4 per cent...\$116,876 00
And an extra dividend of
5 per cent. 146,095 00—262,971 00

Leaving a surplus of.....\$3,576 32

The debt of the company is as follows:

1st. 7 per ct. bonds, endorsed by the
Central Railroad and Banking Com-
pany, not convertible into stock,
falling due in 1861 \$47,000 00
Do., falling due in 1862..... 55,000 00
----- 102,000 00

2d. 7 per ct. bonds issued for
the Americus extens'n, fall-
ing due in 1863\$11,000
Do., falling due in 1864 18,000
Do. do. 1865..... 14,500
----- 43,500 00

3d. 7 per cent. bonds issued for
extens'n beyond Smithville,
falling due in 1867 \$1,000
Do. falling due in 1877..... }
Do. do. 1878..... } 250,000
Do. do. 1879..... }
Do. do. 1880..... }
----- 251,000 00

Total funded debt.....\$396,500 00

The bonds of 2d class are convertible into stock, whenever demanded by the holders. Of the third class, there are convertible into stock, whenever demanded, \$58,000; after June, 1861, \$53,000; and after June, 1865, \$140,000.

The current debt of the company, payable in cash, is small, being—

For balances due other companies....\$6,080 70
Do. of estimates not called for. 1,249 80
Do. Dividends unclaimed. 4,588 00
Do. Invoices of articles purch'd 5,500 00
Do. due contractors 2,494 22

\$19,912 72

The funds of the company have been constantly loaned at 7 per cent. interest, secured by stocks. The balance called for by the Treasurer's statement is \$308,469.14. It consists of money on hand and in Bank, \$87,186.16, and bills receivable, \$221,282.98. The whole of the bills receivable, except \$6,994.55 will be paid, with interest due and to grow due thereon (\$2,809.17) on the 15th of August, (the time at which the dividends declared are payable). The above \$6,994.55 will be paid on the 1st December next. The interest made on loans amount to \$72,350.10. On the 15th August, the amount will be \$75,059.27. The money has been paid on the railroad, except \$45,498.14, the balance in hand after paying the August dividends.

Four hundred tons of rails to continue relaying, have arrived. The cost of the same—about \$20,000—will be payable in the course of the month. The balance of cash and bills receivable, after paying the dividends, \$45,498.14, is ample to pay the current debt and the cost of the rails.

There being no longer any object in keeping the extension accounts separate in the books, the sum of \$1,513,418.85—the cost of road, so far, beyond Smithville—has been added to the pre-existing account of cost of road and equipment, and hereafter the extension stock as well as the original stock will appear in one account.

The whole cost of the road and equipment to 31st July has been \$3,770,425.34. This amount will be increased by the sum of \$5,860.89, being for estimates not yet called for by contractors and by the further expenditures hereinafter shown.

When the last annual report was presented, the stock of the company was still selling under par. The Board did not suppose that the holders of bonds would, to any great extent, convert them into stock. The business of the company immediately after August, 1859, was very prosperous, and the stock went up rapidly in the market. The consequence of this was, that the holders of bonds converted them into stock rapidly. The amount of capital allowed by law is \$3,500,000, and now, without the allowance by the Legislature of a further increase of capital, there cannot be a stock dividend. This will be made apparent.

The stock issued is.....\$2,921,900 00
Stock due to contractors for work
done 85,961 91
Yet to be issued to contractors.... 15,917 36
There are bonds which can be converted into stock at the periods
before stated 294,500 00
----- \$3,318,279 27

That the road, with its equipment, is fully worth \$4,000,000, and would pay dividends of eight per cent. per annum on that sum, with certainty, no one can reasonably doubt.

If the stockholders, at their next annual meeting, shall order the capital raised to four millions of dollars, and the Legislature shall allow the increase, a stock dividend, sufficient to cover what has been taken from profits of the road, can be made, with reliance upon dividends at the rate of eight per cent. per annum. The Board will apply to the Legislature for an increase of capital, and they do not apprehend that their request will be refused. But upon mature consideration of the subject, and after having consulted, informally, some of the large stockholders, they are, unanimously, of opinion that it will be best not to increase the capital by a stock dividend, even if we shall obtain the right to increase. They believe that regular semi-annual dividends of five per cent. can be made on a capital of \$3,500,000, and think that the stock, on that basis, would be preferable to an eight per cent. stock on an increased capital. Considering the receipt by the stockholders of the extra 5 per cent. dividend, the Board is fully convinced that the true policy is now to keep the capital at \$3,500,000—looking to dividends of ten per cent. But the Board will obey the instructions of the stockholders in this respect, if it shall be their pleasure to instruct.

Upon the conversion of the bonds of the company into stock and the issuing of stock to con-

tractors, the capital stock will be \$3,318,279.27. There are bonds not convertible into stock to the amount of \$102,000—which must be paid in cash in 1861, 1862, but the Board desires to anticipate the payment of them. The Board has agreed to issue to the Central Railroad and Banking Company, one hundred thousand dollars of stock at par, and it is intended to apply the money to the payment of these bonds. The Central Company, besides endorsing this company's bonds to the amount of \$210,000 without any commission or charge whatever, when we were about to extend our road beyond Smithville to the Chattahoochee, at the request of this company, passed a resolution to take one hundred thousand dollars of the stock of this company at par, whenever called on by this company to do so. At that time the stock of this company was under par. Without this assurance and support from the Central Company, the Board would not have undertaken to extend the road—thus supported and encouraged they did not hesitate to go on. This Board was glad of the opportunity, therefore, to show to the Central Company how highly the liberality of that company was esteemed, by granting them one hundred thousand dollars of stock at par, after the dividends of this day.

The Board indulged the hope of reporting at this time, the completion of the road and the settlement of the accounts for the same. There has been a little delay—which is satisfactorily explained by the Chief Engineer, who gives the assurance that the road will be opened to the river Chattahoochee, both at Fort Gaines and Eufaula, within thirty days.

There will be yet required, funds for the road, as shown by the Chief Engineer's report, to build the bridge at Eufaula and to finish entirely the road and depots, \$233,294 14. This amount will be payable in Stock, Bonds and Cash, in the following proportions:

Stock.....\$14,119 62
Bonds 84,280 80
Cash 184,893 72—\$233,294 14

It has been shown above, that upon the conversion of the Bonds of the Company into stock, and upon the issuing of stock to contractors, the capital stock will be \$3,318,279 27. Add to this, \$100,000 to be issued to the Central Company, and the amount will be \$3,418,279 27. There will be left a margin of stock yet to be disposed of, of \$81,720 73. This stock can be sold at a premium, and the proceeds applied to the road, thus reducing the above amount of \$233,294 14 to \$151,573 37. The bonds to be issued as above..... 84,280 80

Will reduce the amount to.....\$67,292 57

Which can be raised at any moment, by a sale of bonds.

Then, at this period, the stock will be full.....\$3,500,000 00
And the bonds will be..... 151,573 37

Making cap'l and b'd debt together.\$3,651,573 37

Upon this plan, the Bonds hereafter to be issued, cannot be made convertible, or the period of conversion must be postponed. The outstanding bonds which can be converted into stock may not be converted—nevertheless, the result will be as stated, that, at the close, if the estimates of the Chief Engineer, be sustained, the combined capital stock and debt will not exceed \$3,651,573 37. In the judgment of the Board, the interest and dividend of ten per cent. per annum can be paid on that sum.

The account of profit and loss after the addition thereto of the surplus of \$3,576 32, before shown, will be \$358,555 85. The last mentioned sum shows the amount of earnings which, from time to time, (after paying dividends of 8 per cent. per annum) have been expended on the road and its equipments. There should be added thereto, the sum of \$24,072 05—which heretofore has been carried to the credit of cost of road from forfeited stock, making \$380,627 90. The opinion has been expressed, that the road would certainly pay

eight per cent. per annum, on a capital of \$4,000,000, and that, upon an increase of capital being allowed by the Legislature, a stock dividend to the amount of near \$100,000, could safely be made. If that plan were pursued, the item of "profit and loss" would be wiped out by the stock dividend.—Upon the plan recommended by the Board, the account of profit and loss must be closed by carrying the same to the credit of cost of road—reducing the cost so much. Then the Stockholders will be reimbursed for earnings which have gone into the road—by the holding of a ten per cent., instead of an 8 per cent. stock.

Chicago and Northwestern Railroad.

The first annual Report of this Company embraces a period of ten months to April 1, 1860. During five months of this time the business was conducted upon two disconnected portions of the road, trains not running over the completed road until Oct. 17 last, while during the other five months, from Nov. 1 to April 1, 1860, the road had nothing like a fair business, nor was it prepared to do it until the close of the Winter and the opening of the Spring. About the 1st of July the contractors commenced work on the road, and on the 6th of October following, the Company ran a train over the entire road, from Chicago to the City of Oshkosh, about 194 miles, having meanwhile built three large, substantial bridges over the Rock River, and completed 63 miles of road, including some six miles of side-track, and erected the necessary depot buildings and water stations on the new line of road.

Except for the delay in the arrival of iron, they would have been able to run over the entire road some fifteen days earlier than they did.

The moneys subscribed by bondholders for the completion of the road, to wit, ten per cent. upon all their bonds, and three-quarters of one per cent. for expenses of sale and re-organization, (including a debt due trustees, and incurred while operations on the road before sale,) have all been collected, with the exception of about \$9,000. The sinking fund bonds to be issued, for which, however, the Company retain in hand until such payment is made.

The entire cost of the construction of the fifty-seven miles of new road, and of the additional six miles of side track up to April 1, 1860, the close of the fiscal year, including rights of way and depot buildings, as per the Secretary's annual statement, amounts to \$532,304 67.

The earnings of the road from June 2, 1859, to April 1, 1860, about ten months, were \$384,659 15
The operating expenses in the same time were (or about 58 per cent. of the earnings) 222,586 78

Net earnings \$162,072 37
There was also expended for taxes, \$11,093 44;
for legal expenses, and profit and loss (loss of money by fire), \$3,730; and on account of accident to excursion train 1st Nov., 1859, in rebuilding cars and expenses incidental, \$7,428 29—making a total of \$22,251 73.
Its earnings for March last were.... \$48,000 00
For April 51,000 00
And for May 62,000 00

For three months \$161,000 00
These earnings were made in a country suffering greatly from the late general depression, and especially from a total loss of its corn-crops last year, and a loss of a great part of its wheat and

other crops. Such a degree of failure and destitution of all crops in this generally productive, rich, and beautiful country, never occurred as last year. On the other hand, such full promise of abundant and extensive crops, of every kind, this same region of country never presented, as at the present moment.

The present season has been an earlier and a finer one for the farmer on the line of this road, and in its entire vicinity, than any ever enjoyed by them.

They have had more than a month's extra time in which to prepare and sow their Spring crops, and have improved the opportunity well, and the breadth sown is estimated at nearly double that of any preceding crop.

If the present crop ripens well and is well harvested, of which there is now such good promise, then, with a fair and sufficient equipment, this road, it is estimated, will earn, from and after the 1st of August next, an average of \$70,000 per month, equal to \$840,000 per annum, or about \$4,300 per mile per annum; and it would not surprise us, with a full crop and fair prices, if it exceeded this moderate estimate 10 or 20 per cent., and during the months of heavy business this Fall, the expenses will not probably exceed 40 per cent.

The funded debt of the road is as follows:

Sinking Fund 1st mtge. 7 per cent. \$1,250,000
General 1st mtge. 7 per cent. 3,600,000
Second mtge. 6 per cent. 2,000
Depot mtge. 8 per cent. 245,000

Total \$7,095,000

The other liabilities of the Company, at the date of the report were \$174,000, due to R. H. Winslow, which has been partly paid since, and which is offset by \$150,000 of the Sinking Fund bonds pledged as collateral. The amount required to pay interest on the entire mortgage debt is \$479,100, and according to the estimate of business in the report from August 1, the road will fully net that amount, and probably a handsome surplus. The coupons of the general 1st mortgage are funded to Feb. 1 next, and those of the 2d mortgage to May 1 next. The sinking fund coupons have been regularly paid in February and August since the bonds were issued.

Chartiers Valley Railroad.

A meeting of the friends of this road was held in Washington, Pa., on the 24th ult. The President, Hon. J. K. Morehead, submitted a statement of the condition of the road, and the plan by which he expects to hasten its completion. The Washington Reporter says:

All that is required to complete the road is \$100,000, of which the President agrees to raise \$70,000 in Alleghany, provided the remaining \$30,000 of stock be taken by Washington county. The money will not be required to be paid unless the whole amount is raised. The subscription proposed will be preferred stock, bearing an interest of 8 per cent., and therefore no one can lose by any sum he may subscribe. The President will subscribe \$10,000. Such is his confidence in its being a paying road to the preferred stockholders.

The Pennsylvania Transportation Company is willing to pay an annual rent of 40 per cent. per annum, (which will be equal to \$72,000 annually,) for twenty years, and put the road in first class order, equal to any road in the country. There will be two daily passenger trains from Pittsburg to Wheeling, and an accommodation train to each of these places, and two daily freight trains. The Hempfield Road will be leased by the same company.

Wealth and Taxation in Great Britain.

Recent official tables show three general results: First, that the burden of taxation in England is unfairly borne by the working classes. Secondly, that the taxation of or duty upon the necessities of life forms too large a portion of the public revenue. Thirdly, that the burden of taxation per capita, has gradually fallen from seventy-four shillings to forty-five shillings per annum.

First, as to Custom duties. The working classes, it is ascertained, pay over seven millions sterling on three articles, Tea, Sugar, and Tobacco, while the upper classes pay on the same articles a fraction over two millions.

Thus, on Tobacco, the gross duty levied was £5,500,000, an article which enters largely into consumption among the poorer classes, who contribute forty per cent. of the aggregate duty.

The proportion of tax upon each person, at different periods, would seem to have been as follows:

Year.	Population.	Taxes.	Tax per head. Shillings.
1810.....	17,000,000	£57,000,000	67.1
1820.....	20,000,000	74,000,000	74
1830.....	22,500,000	58,000,000	51.6
1840.....	25,500,000	51,000,000	40.9
1850.....	25,000,000	55,000,000	40.8
1859.....	29,000,000	66,000,000	42

The increased wealth of Great Britain in the same time furnishes a more equitable basis of taxation. For instance, one per cent. upon the property of the country would produce sixty millions sterling, which is about the ordinary annual expenditure.

The additions to the aggregate wealth of the country are indicated by the following summary:

Year.	Population.	Estimated Wealth.	Wealth per head.
1801.....	£16,000,000	£1,800,000,000	£112
1811..	18,000,000	2,100,000,000	116
1841..	27,000,000	4,000,000,000	150
1859..	29,000,000	6,000,000,000	206

By removing or reducing the tax or duty on tobacco, this article would be more freely used among the people, and the tax upon property, real and personal, might with equity be enlarged.

Sleeping Car on the New York and Erie R. R.

The following description of a newly invented Sleeping Car, which the New York and Erie Railroad Company have recently placed on their road, is from the N. Y. Tribune:

The entire length of the car, including the platform, is 65 feet, and it is 11 feet wide, and 8 feet high. It has seats for sixty passengers, which can be readily changed into double or single berths to accommodate fifty-two sleepers. The wood work of the seats is St. Domingo mahogany; the back and cushions of the seats are covered with royal purple plush, and the berths are inclosed with satin damask curtains falling to the floor. The aisle between the seats is covered with Brussels carpet, and the lamps, upholstery, &c., are in keeping with the general fitting up of the car. At each end of the car are wash-rooms, supplied with marble basins, and every necessary convenience for the toilet.

Near these rooms heaters are placed, which, by a patented arrangement, throw the heat equally over the car and through a window into the wash-rooms, keeping the water from freezing in the coldest weather. The ventilating apparatus is of the most perfect character. A body of water under the car is forced up on either side into a recess, where it breaks like the spray of a fountain, falling back into the reservoir. The air entering the car passes through this water, being cooled and purified from all dust, and finds its entrance through ventilators along the aisles between the seats. This creates a current from the centre outward, which prevents the entrance of dust, cinders, or smoke, through the open windows, and

drives out all impurities of the vitiated atmosphere. The planning and building of this car was under the direct supervision of Mr. H. J. SWEETSER, Division-Superintendent. The cost of the car was \$8,000.

New York and Erie Railroad.

As we near the first of September much interest is felt as to the measures which may be adopted to restore the credit of the Erie Railroad Company. It was understood when the decree of foreclosure under the fifth mortgage appeared, some time since, that the management had effected arrangements for paying off the second mortgage bondholders. On the first of September the interest on these bonds falls due, and it is expected that that time will be selected as the most convenient opportunity for reimbursing the principal, at least such an intention is implied in the large purchases of the bonds at 102½ by parties who are supposed to be well informed.

The silence of the company on the subject very naturally excites remark in some quarters; but enough is known to encourage the expectation of a speedy removal of this, as well as of all obstacles standing in the way of an unconditional release of the concern from the court, and a harmonious transfer of the road, on the 20th of November next, to the new Erie Company, agreeably with the acts of the New York, New Jersey and Pennsylvania Legislatures.

The future of the Erie Railroad, with this successfully accomplished, seems brighter than ever before, and its new start under the cheering auspices seen on all sides will mark a new era in the railroad history of the country, not less important in its bearings than that which followed the downfall of the concern in 1856 and '7. The company will enter upon 1861 with a clean balance sheet, for by that time all floating obligations will be paid; this, we understand, being the first consideration after the adjustment of the second mortgage.

At some time within the next sixty or ninety days interest payment will probably be resumed on the back coupons of the mortgage issues in default since the receiver took possession of the road, on the 9th of August, 1859. The interest account on all the mortgage issues will stand the 1st proximo as follows:

1st mortgage..	2½ per c't. accrued Sep. 1st, 1860
2d "	3½ " " " "
3d "	10½ " " " "
4th "	99.10 " " " "
5th "	83¼ " " " "

The total amount of mortgage bonds, as per Receiver's books, 15th August, 1859, was:

1st mtg.	\$3,000,000, due 1867. 1st May & 1st Nov.
2d "	4,000,000, due 1859. 1st Mar. & 1st Sept.
3d "	6,000,000, due 1883. 1st Mar. & 1st Sept.
4th "	3,705,000, due 1880. 1st April & 1st Oct.
5th "	1,253,500, due 1888. 1st June & 1st Dec.

\$17,958,500 total.

The unsecured bonds, in accordance with the terms of the re-organization plan, are to be converted into preferred stock, thus leaving the bonded debt of the new company, upon which interest accrues, about \$18,000,000 as above, a reduction of nearly \$7,000,000. On this basis the account of the company the next fiscal year, commencing with October 1st, 1860, with gross earnings of \$6,000,000, which is the estimate of those most familiar with the prospects of the line, would stand as follows:

Receipts from October 1st, 1860, to October 1st, 1861.....	\$6,000,000
Operating expenses, 55 per cent.....	3,300,000

Net earnings	\$2,700,000
Int. 7 per c't. on \$18,000,000.....	\$1,260,000
Preferred stock, 7 per cent. on \$11,000,000.....	770,000 2,030,000

Leaving to common stock..... \$670,000

The expenses are estimated at 55 per cent, which is above the rate of 1856, when the receipts reached \$6,350,000. With this large volume of business the coming year the advantages of the Long Dock Improvement over the unwieldy transportation arrangements with the Piermont terminus, will be sensibly felt, so that 55 per cent, expenses is more likely to be above than below the correct amount. The Long Dock Improvement it is expected will be in successful operation by the middle of November.—*Evening Post.*

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is making steady and sure progress westward. The track is laid several miles west of Iowa City, and the contractor gives assurance that it will be opened to Marengo, thirty miles west of Iowa City, by the middle of September. This town is surrounded by a rich and populous portion of the State, and the opening of the road to that point will add largely to its business. The rolling stock of the line we learn is already taxed to its uttermost capacity, and the strife for cars at the different stations, to market the accumulating proceeds of the abundant harvest, has become active and interesting. Time and energy will furnish a satisfactory solution to these slight troubles. The next section of the road, thirty miles between Marengo and Grinnell, is mostly graded, and a large amount of ties are already delivered. It will be completed early in the Winter or Spring of 1861. Grinnell is 115 miles west of the Mississippi, leaving, when the road reaches that point, only about 200 miles more to complete it to the Missouri. The importance of the line to our city, and to the country through which it passes ought to secure its completion early in 1862. It could be done if the money could be provided, within the next six months.

The amount of business that the road will command will astonish its most sanguine friends. Besides the trade, it would attract from Kansas, Nebraska, and the Upper Missouri, there are 30,000 people at Pike's Peak, who would contribute very largely to its traffic. The entire country west of the Mississippi is settling very rapidly, and the direct connection with Chicago and the seaboard which this road would afford, would both accelerate the development of that vast fertile region, and secure for our city, the Rock Island Railroad, and the roads connecting with it from the East, a largely increasing and lucrative business. On every account, therefore, it is very important that this line, connecting as it will with the Great Central Pacific Railroad, should be completed at the earliest day possible.—*Chicago Press.*

Illinois River Railroad.

This road is now completed from Pekin, on the Illinois River, to Virginia, Cass County, a distance of fifty-eight miles. A train of platform cars runs daily over the entire line of road, and is doing considerable business in the way of carrying freight. It is expected that by the first of next week a passenger train will be placed upon the road. We are informed that negotiations are on foot which it is hoped will result in the completion of the bridge over the Illinois River at Pekin and the building of the track from that point to Peoria, within the next sixty or ninety days. For the present, a steam packet plies between Peoria and Pekin, running in connection with the trains on the Bureau Valley Road. The Illinois River Road is to be operated by the Chicago and Rock Island Company, and when completed, trains will run through from Chicago to its southern terminus. It will prove a valuable feeder to that road, and contribute not a little to the rapidly growing commerce of our city.

The public are mainly indebted to the untiring energy and business tact of Hon. R. S. Thomas, of Cass County, President of the road, for the opening of this important thoroughfare. The road has been built during a period of unparalleled financial pressure, and in the face of obstacles and discouragements that would have induced almost any other man to abandon the work in despair. On more than one occasion he saved the road by a

pledge of his individual credit. The result is no less creditable to his energy and public spirit than to his clear-headed business tact and sagacity.—*Chicago Tribune, Aug. 13.*

General Railroad Intelligence.

We learn that the present Governor of Massachusetts, Hon. NATHANIEL P. BANKS, has been tendered the appointment of Vice-President and resident Manager, in Illinois, of the Illinois Central Railway, made vacant by the recent resignation of Capt. GEORGE McLELLAND. And the probability is that Gov. BANKS will remove to Chicago at the close of his present term of office in Massachusetts, and accept the new appointment.

Mr. McLELLAND will immediately take the position of President of the Eastern Division, and Superintendent of the whole line of the Ohio and Mississippi Railroad. Mr. McL. has been connected with the Illinois Central Railway for some time as Vice-President, and is a practical railroad man.

Dr. Jephth Fowlkes, Gen. C. B. Stuart, Major E. A. Blanch, and Messrs. DeGraffe and Smith, the managers in the prosecution of the work on the Southern Pacific Railroad, have arrived at Marshall, and have perfected arrangements for a vigorous prosecution of the work. Under their contract, Messrs. DeGraffe and Smith are to have fifty miles of the road completed in fifteen months. In order to accomplish this, the road will be divided into sections and sub-let to planters.

W. A. DUDLEY, Esq., the Commissioner who sold the Covington and Lexington Railroad, gives notice that the holders of unpaid coupons due before September, 1858, must present them to him for payment before the 1st day of February next, or no payment will be made on them. The second instalment of the purchase money of the road will be due October 5, when the Commissioner will be ready to pay the coupons of the second mortgage bonds due March, 1859, and the coupons of the preferred thirds, due December, 1858, as well as a second instalment on the preferred incomes.

It is stated that the Board of Directors of the Bellefontaine line have declined to accept the resignation of Mr. JOHN BROUEN, as President. This, of course, settles the question of his accepting the Presidency of the Marietta and Cincinnati Company, which had been tendered him by the Trustees.

The Chicago Press states that arrangements have been made for the completion of the Sterling and Rock Island Railroad within the next six or eight weeks. Five hundred tons of the iron are already at Chicago, and will be forwarded to their destination. The four thousand tons of iron necessary for the entire road are all purchased, and will be delivered as fast as it can be laid. The ties are nearly all delivered, and the grading and bridging are about finished. The managers mean to have it done in time to bring the crops along the line of the road.

The Oswego and Syracuse Railroad has declared a semi-annual dividend of three per cent. The Oswego Times says that "probably at no previous time has the Oswego and Syracuse Railroad been more prosperous than during this summer and up to the present time. Its freighting business has been heavy, and the travel more than proportionately large."

The proposed South Amboy and Woodbridge Railroad is now advancing, and the right of way through Perth Amboy has been obtained. When five thousand dollars additional stock is subscribed the New Jersey Railroad will commence building the road, and it will be completed in four months.

The September interest on the bonds of the Rome and Watertown road will be paid, on the 1st inst., at the People's Bank in this city, and also the principal of the bonds falling due at that time. This company have always met their bonds and interest at maturity. The early classes of their bonds are now maturing annually and promptly paid. Their long bonds, due in 1860, are also being gradually paid off by a fixed annual contribution to the Sinking Fund sufficient to pay the entire issue at maturity—the fund being regularly invested in the purchase of that class of bonds.

W. H. WARD, Esq., of Auburn, N. Y., has received instructions from the English Admiralty to carry out a final series of experiments at Woolwich dockyard with his improved system of ocean telegraph signals, preparatory to its adoption in the royal navy. Mr. Ward's system has already been recognized by the Emperor of the French and the United States Government.

Atlantic and Great Western Railroad.

This road, which is destined to become one of the great through lines of the continent, has been completed from its junction with the New York and Erie Railroad at Little Valley to Jamestown, and the occasion been celebrated with all becoming enthusiasm. From an account of the enterprise published in the *Jamestown Journal* of the 25th ult., we take the following details of its history and progress:

"This great enterprise, which has for a decade of years absorbed the interest of capitalists and commercial men, as well as the business public, both east and west, and which in its vastness of design unites the valley of the Mississippi (and ultimately the Pacific slope) to the great emporium of the Atlantic shore, has reached a stage of its completion that assures its speedy and indisputable success. Its line traverses the very gardens of the States, the central region through Pennsylvania, Ohio and Indiana, so well known to producers and buyers as the great market ground between the lakes and the gulf states, and it will, when completed, be the grand artery of commerce and travel through the country.

On the 6th day of April last the negotiations which had been for some time going on between the Erie and New York City Railroad, and the Atlantic and Great Western Railroad Company, were brought to a close satisfactory to all the parties interested. The result was the adoption by the latter company of thirty-eight miles of the Erie and New York City Railroad line. The principal part of the work done upon this thirty-eight miles was in grading.

On the 26th of the same month the engineers of the new company placed their instruments upon the line for the first time, and about the first of May the contractors and engineer corps commenced operations at the junction with the New York and Erie Railroad, near Little Valley.

On the 3d day of July the iron was laid down to Randolph, sixteen miles from the New York and Erie Junction. The subsequent progress has been more speedy, as larger forces of men have been employed on the work.

The Atlantic and Great Western Railroad has run its first train of cars into Jamestown, opening thirty-three miles of this great thoroughfare of travel and transport. The vigor of the English engineer, the coolness and energy of his American associate, Mr. Hill, and the almost incessant urging of the work by the able contractors, Messrs. Doolittle and Sreator, have achieved this result. Such a systemization of labor, such a skillful selection of architects and workmen, and such a husbanding of time, material and resources, have been seldom seen, even upon the largest public works.

The enterprise has been literally driven through—not, however, with any lack of the most thorough oversight and execution. Sixteen hundred men

have been employed in all departments of the enterprise, and all kept sharply at work by the admirable organization of the forces by the contractors. As a specimen of the rapidity of the operations, we may mention that the track laying, when unobstructed, was carried on at the rate of one mile per day, and that on one day, two-and-one-fifth miles were laid. The work has been prosecuted for the last two or three days in the midst of heavy storms of driving rain, and even at that 'the night has been joint laborer with the day.'

On board the train were Messrs. Kennard and Hill, chief engineers; Messrs. Minot and Marsh, officers of the New York and Erie Railroad, and Signor Deodado, agent for Don Jose de Salamanca, and Signor Navarro, agent for the Duke de Rienzares, and other representatives of the Spanish interest in this country; John Goddard, Esq., of London; Robert Thallon, Esq., of New York.

Ohio Railroad Reports.

The Senate Committee, of which the Hon. Wm. O. COLLINS is chairman, introduced a resolution, which was passed on the 24th March last, requesting that each railroad company in Ohio, incorporated under any act of the State, should file a report in the office of the Secretary of State, on or before the 20th of October, 1860, setting forth the condition and operations of such company previous and up to the first day of September. The object of this resolution was to secure the greatest possible amount of information in regard to the corporate powers, organization and construction, capital stock, indebtedness, characteristics of the lines, track and structures, machinery and equipments, business and revenue, expenses, &c. The resolution is in no way compulsory, and is, therefore, entirely optional with the companies to give the information asked for or not; but in view of the fact that some future action in regard to the railroad laws of the State may be taken by the Legislature at its next session, it appears to us that it is desirable that they should have the most reliable information before them. There would then be less danger of doing injustice to any company through ignorance.

The Senate Committee has published a circular, which has been addressed to every railroad in the State, embodying a statement of what kind of information is desired, and we trust that each company will respond promptly. It would not only furnish a basis for legislative action, if any should be deemed necessary, but would result in a compilation of most valuable statistics in regard to the extent and progress of the net-work of railroads in Ohio. We hope, therefore, that the Committee will meet with the cordial co-operation of all practical railroad men.

Dubuque, Marion and Western Railroad.

We learn that a contract has been let to Mr. Crosby, of Marion, for the grading, bridging and tying of this road, from Anamosa to Marion. The company have also ordered a suit to be commenced against the Cedar Rapids and Missouri River Railroad Company to set aside the land grant resumption act, passed by the last Legislative Assembly. This act purports to resume the grant into the hands of the State and regrant it to the Cedar Rapids Company on the ground of forfeiture, although by the terms of the grant no forfeiture could take place before the first day of December, 1865. The Dubuque, Marion and Western Company know their rights and are able to maintain them. Our readers will recollect that the more formidable claim of the Des Moines River Navigation Company to about 108,000 acres of the best of these lands, set up under half a dozen acts of the Legislature of the State, was held to be worthless by the Supreme Court of the United States in March last. The Cedar Rapids and Missouri

River Railroad Company are inevitably doomed to share the same fate. Suit will be commenced against them in a few days.—*Dubuque Daily Times*, August 21.

Completion of Minot's Rock Light.

The new lighthouse on Minot's Rock has been completed, and last evening the lantern was lighted up for the first time, to test the power of the light. The lantern was covered so as prevent the light from being seen by inward bound vessels, but was open toward the shore. The light was a very powerful one, and could be seen from a great distance. By the side of it the lights on the light ship seem like farthing candles. We congratulate the mercantile community upon the completion of this important light before another season of storm and disaster. The work has been prosecuted to completion with much vigor by Capt. Alexander of the Engineer Corps, the Superintendent, to whom great credit is due for its early completion.—*Boston Journal*, 23d.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending August 11, were.....\$52,784 17
Week ending August 13, 1859..... 38,874 41

Increase in 1860.....\$13,909 76
Total traffic from July 1st, 1860.....\$322,714 13
Same period last year..... 238,917 21

Increase.....\$33,796 92

The Receiver's report of the Ohio and Mississippi Railroad, for July, is as follows:

RECEIPTS.

Balance on hand from June account...\$33,004 61
Freight earnings of June...\$1,651 76
Passengers prior to July...10,434 86
Freight do..... 6 673 33
Passenger earnings in July...32,165 50
Freight do.....18,749 70
From other sources.....10,399 47
80,075 12
Total.....\$118,099 68

DISBURSEMENTS.

Paid on account 1st mortgage bonds, due January 1, 1860...\$15,015 00
Interest and discount..... 575 12
Office and other expenses..... 693 23
On acc't balance due other roads..... 102 61
Charges advanced on acc't other roads..... 1,745 97
On account of June arrearages..... 4,450 87
Current operating expenses, and construction work for June..... 63,561 85
86,144 25

Balance carried to August acc't.....\$26,935 48

The earnings of the Cincinnati, Wilmington and Zanesville Railroad for July were \$14,627 86, and the expenses \$12,456 83. The total of receipts above repairs was \$2,171 83. The amount due the Company, July 31st, was \$9,849 95. The liabilities contracted by the present Receiver, and remaining unpaid amount to \$12,486 04.

Cincinnati Stock Sales.

By KIRK & OHEVER.

For the week ending August 27 1860.

	BONDS	Per cent
Govington and Lexington, 1st Mortgage	6s	72-75
" " " 1st "	7s	82-85
" " " 2d "	7s	72-75
Cinc. Ham. and Dayton, 1st Mortgage	7s	90-100
City of Cincinnati, Railroad	6s	85-88
STOCKS.		
Cincinnati, Hamilton & Dayton	75	75
Little Miami	85	80
Columbus and Xenia	85	80
Indianapolis & Cincinnati	45	47
Ohio and Miss. R. R. Trustees Scrip.	12	15

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2d Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.					
M.	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	p. c.				
ALABAMA.																								
30 Jun. '50	43.3				72.3	2	19	Alabama and Florida	1,086,278	*		539,396	473,500	101,205	1,127,174	27.3		59,430	22,359					
23 Feb. '50	30.3				58.1	12	19	Alabama and Mississippi	461,505	30,991		355,010	109,500	21,632	518,965	30.3		55,791	31,852					
31 May '50	99.2				68.4	7	84	Alabama and Tennessee Rivers	2,101,007	144,549		1,054,915	713,226	212,496	2,264,468	99.2		155,628	78,907					
30 Jun. '50	57.0				171.3			Mobile and Grand	1,500,000							57.0	70,133	76,773	21,006					
1 Jan. '50	319.2	14.7			213.0	25	18	361	Mobile and Ohio	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	3,360,702	202.0	372,300	709,787	420,000				
23 Feb. '50	319.2	28.4			213.0	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,021	18,956	2,462,492	116.9		446,156	211,880	6			
6 Dec. '50					209.5				North East and South West	600,000			650,000			1,030,957								
ARKANSAS.																								
30 Nov. '58	38.5				301.4				Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949								
CALIFORNIA.																								
30 Sep. '50	22.5				41.8				Memphis and Little Rock	1,547,100	*		791,100	756,000		1,547,100	22.5		211,420	115,076				
CONNECTICUT.																								
31 Jan. '50	23.9				3	6	30		Danbury and Norwalk	333,237	49,773		279,050	85,000	3,502	404,622	23.9		56,044	20,618	6			
30 Sep. '50	122.4				75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777				
31 Aug. '50	61.4	10.6							Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	132		
31 Dec. '58	74.0				11	19	212		Housatonic	2,438,847	8,559		2,000,000	278,500	76,675	2,555,837	159.0		271,273	66,330				
31 Dec. '58	57.0				7	15	178		Naugatuck	1,578,301	*		1,031,800	437,550	30,713	1,706,802	57.0		109,536	314,068				
30 Nov. '58	62.3								N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000		1,483,538	50.1		76,758	8,946				
31 Dec. '58	46.4	8.8							New Haven and Northampton	1,400,000	*		922,500	500,000		1,481,723	55.2		158,652	loss.	5			
30 Nov. '58	66.0				5	6	167		N. Lond., Willimant. & Palmer	1,561,241	5,453		510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512				
31 Mar. '50	62.2	63.8			29	72	368		New York and New Haven	4,579,879	661,547		3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,838	3			
31 Mar. '50	59.0	7.0							Norwich and Worcester	2,245,406	176,792		2,522,300	324,130	59,614	2,598,672	66.0		205,417	44,587		37		
DELAWARE.																								
31 Dec. '58	71.0				19.4				Delaware	1,146,311	*		252,561	735,000	123,750	1,146,311	71.0		68,628					
30 Nov. '58	14.3								Newcastle and Frenchtown	699,514		25,000	762,320			767,278	14.3		19,896					
FLORIDA.																								
30 Apr. '50	154.2				45.1				Florida	292,291	*		317,847	154,000	70,620	543,237								
30 Jun. '50	31.3	2.0	28.6	2	1	24			Fla., Atlantic and Gulf Central	396,310	28,608		205,781	204,000	164,670	594,836	19.3		10,256	1,504				
30 Nov. '50	26.5	3.9			227.0				Pensacola and Georgia								29.4							
GEORGIA.																								
31 July '58	86.7				15	11	105		Atlanta and La Grange	1,179,381	*		1,000,000	187,500	23,384	1,459,075	86.7		362,061	197,387	8	125		
30 Sep. '50	30.0				133.5				Atlantic and Gulf—M. Trunk	1,032,200	*		733,700	295,500		1,032,200	30.0		125,427	69,678				
31 Dec. '58	53.0								Augusta and Savannah	755,000	*		151,887				53.0							
30 Apr. '50	43.5				23.7				Brunswick and Florida	3,750,000	*		3,750,000				31.0							
30 Nov. '50	191.0				54	28	636		Central of Georgia	4,174,492	826,171	3,750,000	106,267		5,977,106	229.0	790,030	1,633,947	839,604	10				
31 Mar. '50	171.0	61.0			18	16	171		Georgia (and Bank)	1,500,000	829,550	4,150,000	373,000		7,968,665	232.0		1,154,621	544,365	8	100			
30 Nov. '50	102.5				15	16	107		Macon and Western	774,244	102,534	1,438,800	25,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110			
31 July '50	50.0				7	2	107		Muscogee	1,386,634	52,373	1,275,901	10,200	180,621	1,473,140	71.6		457,876	337,769					
1 May '50	68.1				3	4	33		Savannah, Albany and Gulf	3,165,000	*		2,254,000	631,000			147.2	171,758	547,876	337,769				
31 July '50	106.1	56.5	14.8	44.3	16	15	168		South Western	5,901,497	*		—	—	—	—	138.0		832,343	454,541				
30 Sep. '50	138.0				52	24	705		Western and Atlantic		*		—	—	—	—								
ILLINOIS.																								
30 Apr. '50	138.0				62	31	990		Chicago, Alton and St. Louis	10,000,000		3,500,000	4,500,000		10,000,000	220.0								
31 Dec. '58	45.0				6	14	101		Chicago, Burlington and Quincy	6,068,054	1,400,872	4,629,340	2,990,000		8,149,084	210.0		1,044,573	171,515		90			
1 Apr. '60	194.0								Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284				
30 Jun. '58	181.8				58	57	960		Chicago and Northwestern	9,344,863		2,000,000	7,344,863	75,829	9,344,863	194.0	10 mo.	384,656	139,322					
10 Nov. '58	83.2								Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4		1,407,846	629,029		82		
31 Dec. '58	121.0	138.5	73.6		60	63	1,360		Fox River Valley	680,000	*		680,000			84.0								
31 Dec. '58	176.0								Galena and Chicago Union	8,027,478	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	79		
31 Dec. '58	454.8	252.6			113	96	2,305		Great Western	5,022,926	*		1,600,000	3,088,426	324,500	5,022,926	175.0							
30 Nov. '50	148.0				81.5				Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,678	556,624		87		
30 Nov. '50	46.6								Illinois River	4,870,586	*		1,780,295	3,292,403			148.0							
30 Nov. '50	186.0				129.0				Ohio and Mississippi		*		600,000				oper. by Chic. & R. Ia.		125,000					
31 Dec. '58	100.0								Peoria and Bureau Valley	5,400,000	*	1,569,889	2,200,000			186.0								
31 Dec. '58	100.0								Peoria and Hannibal	1,978,555	*	800,000	1,200,000		2,000,000	100.0	oper. by Chic. & R. Ia.							
31 Dec. '58	168.5	39.8	12.2		31	30	424		Peoria and Oquawka		*					oper. by Chic. & R. Ia.								
31 Dec. '58	168.5	39.8	12.2						Quincy and Chicago	7,908,958	628,487	3,026,903	5,035,615	741,040	8,865,252	208.3		823,767						
30 Nov. '50	108.0								Rock Island Bridge		*													
30 Nov. '50	29.0								Terre Haute, Alton & St. Louis		*													
31 Aug. '57	109.0				73.0				Indiana	2,080,433	*		1,196,079	1,006,125		108.0								
1 Jan. '58	72.4								Cincinnati and Chicago	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432				
31 Dec. '58	89.8	20.2			19	21	278		Cincinnati, Peru and Chicago	1,666,280	244,081	25,641	611,050	1,169,000	47,550	2,111,059	109.0		368,189	132,094	6	58		
31 Mar. '60	84.0				23	19	313		Evansville and Crawfordsville	2,497,952	540,043	25,689	1,089,900	1,262,284	140,689	3,458,108	110.0		448,858	230,834	9	42		
31 Aug. '57	78.0								Indiana Central	1,902,693	*	10,000	835,971	1,025,700	48,673	2,275,357	84.0		236,397	80,109				
30 Nov. '50	64.0								Indianapolis and Cincinnati	1,839,576	*		1,014,252	681,000	99,400	108.0		222,737	74,325					
30 Nov. '50	86.0	49.0							Ind., Pittsburg and Cleveland	1,850,000	*		600,000		2,000,000	64.0								
30 Nov. '50	288.0								Jeffersonville	2,984,516	*		1,647,700	1,336,816		135.0		206,114	82,632					
30 Nov. '50	74.0								Lafayette and Indianapolis	6,000,000	*		2,000,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,492				
30 Nov. '50	73.0				18	25	295		Madison and Indianapolis	2,000,000	*		1,100,000	80,000	2,000,000	74.0								
30 Nov. '50	73.0								Louis, N. Albany & Chicago	1,611,450														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	p. c.		
MAINE.																							
31 Dec. '58	32.0			6.0	4	25	Androscoggin	645,271	*		145,787	511,500			32.0	22,001	30,957	17,253					
31 May, '59	55.0				9	10	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766					
30 Jun. '59	149.0		25.0		41	17	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6				
31 Dec. '58	12.5				4	2	Bangor, Oldtown and Milford	175,232	*		135,000			175,516	12.5	25,437	33,059	16,530					
31 Dec. '58	63.0	9.0			12	11	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738			72.5	169,240	145,074	70,746					
31 Dec. '58				23.0			Penobscot	308,413			180,000	143,678											
31 May, '59	54.7				4	10	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324					
31 May, '59	51.3				11	13	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	98 1/2			
31 May, '59	37.0						Somerset and Kennebec	783,763	*		169,200	556,600			37.0		55,403	28,404					
31 May, '59	18.5			33.5			York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5								
MARYLAND.																							
30 Sep. '59	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621		81		
30 Sep. '59	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			30.0	182,840	157,427	268,540	6	100			
31 Dec. '58	138.0	4.0			42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649		22 1/2		
MASSACHUSETTS.																							
30 Nov. '59	21.2		2.0		6	4		Berkshire	500,560		100,000	600,000			601,300	oper. by	Housat.	42,000	7				
30 Nov. '59	26.8	1.8	43.6		21	26	566	Boston and Lowell	2,245,247		183,345	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	105 1/2		
30 Nov. '59	74.3	8.8	51.3		33	43	660	Boston and Maine	3,846,683	373,057	105,937	4,076,974			4,523,400	83.1	540,372	860,119	394,475	8	109		
30 Nov. '59	47.0	7.0	22.3		22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,663,138	54.0	316,522	654,673	337,648	7	108		
30 Nov. '59	44.6	24.0	59.2		30	56	330	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	107 1/2		
30 Nov. '59	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124		
30 Nov. '59	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500		1,928,264	75.4	177,164	271,592	138,222	4 1/2			
30 Nov. '59	44.1	30.5	24.4		55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805		81		
30 Nov. '59	19.9	1.3	3.6		29	28	655	Essex	742,592	4,416		299,107	280,261	197,428	776,796	oper. by	Eastern	11,663		67			
30 Nov. '59	50.9	16.8	70.9		29	28	656	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	341,503	659,485	267,450	6	101 1/2		
30 Nov. '59	14.0	2.4			3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98 1/2		
30 Nov. '59	24.9		2.0					Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	oper. by	N. H. & N. H.	28,791					
30 Nov. '59	12.4		2.3		2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	oper. by	B. and L. I.	12,550		6			
30 Nov. '59	14.6	17.1			12	12	324	Nashua and Lowell	558,920	95,683		600,000			608,563	30.0	158,374	229,205	68,510	8			
30 Nov. '59	20.2	1.6	1.0		7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	55,881	143,261	25,264	6	112 1/2		
30 Nov. '59	26.9		2.3		6	9	44	Newburyport	585,272	63,696		220,240	221,600		211,693	553,533	36.0	75,866	51,338	14,087		104 1/2	
30 Nov. '59	8.6			23.4				N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531					
30 Nov. '59	79.5	7.8	25.6		27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,289	87.3	410,591	646,755	306,413	6	107 1/2		
30 Nov. '59	18.6		0.7		1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6			
30 Nov. '59	43.4	1.0	14.9		12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,810,200	44.4	216,327	341,836	136,386	6	105		
30 Nov. '59	16.9		1.7		3	3		Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	oper. by	B. and L. I.	17,500					
30 Nov. '59	11.5		0.4		2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,734	15,465		97		
30 Nov. '59	21.9		1.0					Stockbridge and Pittsfield	448,700			448,700			451,000	oper. by	Housat.	31,496	7				
30 Nov. '59	11.1	0.6	1.3		7	18	144	Taunton Branch															
30 Nov. '59	6.1			36.5				Troy and Greenfield	478,048			355,206	219,000	9,854	614,060	oper. by	T. and B.	5,335					
30 Nov. '59	69.0	8.0	5.5		11	8	192	Vermont and Massachusetts	3,300,622	207,343		2,214,225	1,003,880		3,516,865	77.0	107,478	246,798	106,317		19 1/2		
30 Nov. '59	156.1	17.3	106.8		72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	880,144	8	11 1/2		
30 Nov. '59	45.7		9.3		10	8	149	Worcester and Nashua	1,187,935	140,962		1,140,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	69		
MICHIGAN.																							
1 Jan. '59	17.3				2	1	100	RAY DE VOQUEL AND MARQUETTE															
30 Sep. '59	57.0							Chic. Detroit & Can. G.T. Junction	built and	equipp	ed by	G. T. & R. Co. of	Canada										
1 Jan. '59	188.0							Detroit and Milwaukee	8,270,623	647,696		2,329,155	4,707,500			9,008,369	188.0		365,038	144,270			
—	—							Grand and Pere Marquette															
—	—							Grand Rapids and Indiana															
1 May, '59	284.0				98	123	1,528	GRAND RAPIDS CENTRAL	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0		2,417,915	886,697		71 1/2		
1 Mar. '59	246.0	293.0			91	135	976	MICH. S. TH'N & N. TH'N INDIANA	10,517,892	1,807,006	1,312,534	8,975,400	9,343,000	816,460	19,505,407	539.0		2,019,425	777,272		21 1/2		
—	—				89.8			PORT HURON AND MILWAUKEE															
MINNESOTA.																							
—	—				620.0			Minnesota and Pacific					600,000										
—	—				175.0			Southern Minnesota					575,000										
—	—				112.5			Minneapolis and Cedar Rapids					600,000										
—	—				200.0			Minnesota Transit					500,000										
—	—				60.0			Root River Valley															
MISSISSIPPI.																							
1 May, '59	140.5			</																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.																
	Main Line.	Lateral and Branch Lines.	2d Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.																				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.																				
M.	M.	M.	M.	No.	No.	No.													P. c.	P. c.																			
NEW YORK.																																							
30 Sep. '59	32.9	—	3.3	140.0	5	12	53	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—																		
30 Sep. '59	32.9	—	3.3	140.0	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	2,992,984	—	—	—	—	—	—																		
30 Sep. '59	33.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	—	—	1,000,000	1,932,984	—	2,392,984	—	—	—	—	—	—																		
30 Sep. '59	34.9	2.6	—	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	—	—	—	—	—	—																		
30 Sep. '59	14.3	—	—	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	—	—	—	—	—	—																		
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,782	—	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—																		
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	130																		
30 Sep. '59	27.4	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	44	—																		
30 Sep. '59	46.8	—	2.1	—	10	8	83	Chemung	400,000	—	—	380,000	70,000	—	450,000	—	—	—	—	—	—																		
30 Sep. '59	—	—	—	63.2	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	—	—	—	—	—	—																		
30 Sep. '59	—	—	—	15.0	—	—	—	Erie and New York City	287,357	—	—	352,741	14,000	28,710	395,457	—	—	—	—	—	—																		
30 Sep. '59	—	—	—	—	4	3	50	Genesee Valley	329,225	—	—	75,689	165,000	62,500	329,225	—	—	—	—	—	—																		
30 Sep. '59	17.3	—	0.5	—	—	—	—	Hudson and Boston (West'n)	148,000	27,000	—	175,000	—	—	—	—	—	—	—	—	—																		
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	6	575																		
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—																		
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	8,497,538	178,320	—	2,715,186	870,000	115,856	2,567,270	101.5	248,123	334,195	147,084	—	—																		
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	—																		
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	84																		
30 Sep. '59	446.0	18.0	282.5	—	219	194	2,763	New York and Erie	31,145,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	—																		
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	—																		
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—																		
30 Sep. '59	35.9	—	2.2	—	7	6	4	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	100,152	60,829	8	—																		
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,048	100,047	47,571	—	—																		
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,998	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	16,769	6	—																		
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—																		
30 Sep. '59	18.0	—	1.0	—	—	—	—	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	—	—	18.0	17,620	12,025	—	—	—																		
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	85,000	—	385,000	—	—	—	—	—	—																		
30 Sep. '59	40.9	6.0	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	64.5	107,506	154,099	7,493	—	—																		
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	—	—	50,603	41,200	22,656	114,489	—	—	—	—	—	—																		
30 Sep. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	—	—	—	—	—	—																		
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	—	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—																		
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	61.0	194,921	218,689	108,010	—	—																		
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	—	—	—	—	—	—	—																	
30 Sep. '59	2.1	—	—	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	—	—	—	—	—	—	—																	
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,633	2,249,183	96.8	219,280	362,994	154,752	3	—																		
NORTH CAROLINA.																																							
30 Sep. '59	95.2	2.0	—	—	—	—	—	Atlantic and North Carolina	1,850,000	—	—	1,600,000	400,000	—	—	—	—	—	—	—	—																		
30 Sep. '59	223.0	—	—	—	—	—	—	North Carolina	4,235,000	—	—	4,000,000	—	—	—	—	—	—	—	—	—																		
30 Sep. '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	—	—	973,300	126,200	—	—	—	—	—	—	—	—																		
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	—	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	—	—	—	—																		
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,589,223	—	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—																		
16 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—																		
OHIO.																																							
30 Sep. '59	118.2	—	—	—	17	12	208	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—																		
1 Aug. '59	187.0	—	—	—	41	39	508	Bellefontaine and Indiana	3,088,218	—	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	—	—	—	—																		
31 Mar. '59	60.3	—	—	—	22	28	432	Central Ohio	5,579,508	922,670	106,133	6,283,356	3,673,000	1,126,458	6,810,432	141.0	—	—	—	—	—																		
30 Sep. '59	37.0	—	—	—	62.1	—	—	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	—	—	—	—																		
1 May. '59	131.4	—	—	—	31.0	16	10	Cinc. and Indianapolis June	—	—	—	—	—	—	—	—	—	—	—	—	—																		
31 Dec. '58	135.4	5.8	—	—	42	31	439	Cinc., Wilmington and Zanesv.	6,250,841	—	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—																		
31 Dec. '59	67.0	—	—	—	18.0	10	6	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	—	—	—	—																		
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Cleveland and Mahoning	1,920,953	—	—	680,000	1,202,300	161,200	1,943,500	67.0	189,973	285,140	182,282	—	—																		
30 Nov. '58	101.0	102.5	—	—	42	—	—	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	648,657	13	115																		
30 Apr. '59	109.2	79.4	—	—	32	52	430	Cleveland and Pittsburgh	9,320,288	—	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,993	332,993	4	104																		
31 Dec. '58	61.4	—	—	—	53.0	6	99	Cleveland and Toledo	6,729,056	455,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	—	—	—	—																		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				or projected	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress		Engines.	Cars			Property and Assets.		Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.			
							Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.										M.	M.			P. c.	P. c.			
PENNSYLVANIA, (Continued.)																								
30 Nov. '59	48.0	—	—	3.1	99.5	4	4	43	Pittsburg and Connelville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—			
30 Nov. '59	467.5	—	—	56.3	96	80	1,059	5	Pittsburg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,296,278	8,895,457	1,883,847	17,269,419	487.5	1,859,031	1,965,988	674,656	—			
30 Sep. '59	31.0	—	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	—	—	1,221,277	280,000	—	—	—	—	—	—	—			
30 Sep. '59	54.0	—	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	—	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—			
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	—	Schuylkill Valley	573,616	—	—	568,150	—	—	573,616	24.5	—	34,501	29,604	34			
30 Nov. '59	28.0	5.0	3.3	—	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	—	—	500,000	821,447	—	1,321,847	33.0	—	96,227	54,582	—			
31 Dec. '59	148.0	—	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—			
30 Nov. '59	29.6	6.5	31.9	—	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6			
30 Sep. '59	26.4	—	2.1	—	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—			
31 Mar. '59	78.0	—	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	1			
RHODE ISLAND.																								
31 Aug. '58	60.0	—	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	—	—	1,508,000	306,500	—	2,158,000	60.0	147,231	208,439	95,571	5			
30 Nov. '58	13.6	—	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—			
SOUTH CAROLINA.																								
31 Dec. '58	13.2	1.5	—	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—			
31 Dec. '58	54.9	—	—	—	47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—			
31 Dec. '58	109.6	—	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,009,536	109.6	—	283,263	161,536	6			
31 Dec. '58	40.3	—	—	—	—	—	—	—	Cheraw and Darlington	600,000	—	—	400,000	200,000	—	—	40.3	—	—	—	—			
1 Jan. '59	143.2	21.3	—	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,068	1,145,000	345,546	2,919,554	143.2	—	341,190	125,871	—			
31 Aug. '58	22.5	—	—	—	—	—	—	—	Kings Mountain	196,230	—	—	200,000	—	—	200,000	22.5	—	—	—	—			
31 July '58	32.0	—	—	—	—	—	—	—	Laurens	543,403	—	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—			
28 Feb. '59	102.0	—	—	—	—	—	—	—	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,146	—			
31 Dec. '58	136.0	106.0	—	—	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	—	1,501,006	820,511	7			
31 July '58	25.1	—	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—			
TENNESSEE.																								
31 Dec. '58	—	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	—	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—			
31 Dec. '58	—	—	—	—	12	10	10	171	East Tennessee and Georgia	3,637,367	—	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—			
31 Dec. '58	—	—	—	—	10	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—			
31 Dec. '58	—	—	—	—	36	38	576	—	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	—	287.6	662,041	1,330,812	778,036	—			
31 Dec. '58	—	—	—	—	24.2	—	—	—	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—			
31 Dec. '58	—	—	—	—	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—			
31 Dec. '58	—	—	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	—	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—			
31 Dec. '58	—	—	—	—	4	5	46	—	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—			
31 Dec. '58	—	—	—	—	12	2	81	—	McMinville and Manchester	533,507	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—			
31 Dec. '58	—	—	—	—	39	17	319	—	Nashville and Chattanooga	3,632,882	—	—	2,256,479	1,524,000	21,709	—	159.0	117,896	675,832	310,199	3			
31 Dec. '58	—	—	—	—	11.7	5	5	32	Nashville and Northwestern	—	—	—	595,922	860,000	204,544	—	45.8	57,950	75,120	47,579	—			
31 Dec. '58	—	—	—	—	0.6	8.0	—	—	Tennessee and Alabama	76,016	76,016	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—			
31 Dec. '58	—	—	—	—	—	—	—	—	Winchester and Alabama	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '58	—	—	—	—	—	—	—	—	TEXAS, (all aided by State.)	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '58	—	—	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—			
31 Dec. '58	—	—	—	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—			
31 May '59	—	—	—	—	—	—	—	—	Houston and Brazoria	—	—	—	—	—	—	—	43.0	—	—	—	—			
31 May '59	—	—	—	—	—	—	—	—	Houston and Texas Central	—	—	—	—	—	—	—	35.0	—	70,958	—	—			
31 May '59	—	—	—	—	—	—	—	—	San Antonio & Mexican Gulf	1,132,747	—	—	1,270,123	335,000	128,205	1,691,443	25.0	—	—	—	—			
31 May '59	—	—	—	—	—	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—			
VERMONT.																								
31 May, '59	90.7	—	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	—	—	90.7	98,856	192,122	82,001	—			
31 Aug. '59	119.6	—	—	13.0	26	18	555	—	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—			
31 Aug. '59	62.0	—	—	3.4	10	5	201	—	Rutland and Washington	1,771,683	—	—	960,000	—	—	1,780,683	62.0	175,830	172,826	37,124	—			
30 Jun. '59	119.0	—	—	20.0	42	28	885	—	Vermont Central	8,402,055	—	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,078	—			
30 Jun. '59	47.0	—	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	47.0	—	—	—	—			
31 Aug. '59	23.7	—	—	0.7	—	—	—	—	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	—	43,998	10,493	—			
31 Aug. '59	64.0	—	—	10.5	—	—	—	—	Western Vermont	1,083,500	—	—	332,000	700,000	—	1,083,500	64.0	—	—	—	—			
VIRGINIA.																								
31 Aug. '59	41.3	—	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	41.3	—	—	—	—			
30 Sep. '58	75.8	—	—	—	63.5	9	8	216	Manassas Gap	3,262,930	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	—	125,599	65,554	—			
31 Mar. '59	79.2	—	—	—																				

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.				Amount.	Interest.	Due.	Price.	Description.				Amount.	Interest.	Due.	Price.	Description.				Amount.	Interest.	Due.	Price.																									
Alabama and Florida :																Chicago and Milwaukee :																Eaton and Hamilton :																
Mortgage								\$300,000	7	1867							1st Mortgage (convertible).....								\$612,000								1st Mortgage								\$757,734	†	var.					
Convert. (guar. by Dir.)								150,000	7	1863							Income								62,000								Erie and North-East :															
Land Mortgage								23,500	7	1869							Real Estate 2d Mortgage								188,864		1868						Exchanged for Buff. and St. L.								149,000							
Alabama and Miss. Rivers :																	Chicago and Rock Island :																Evansville and Crawfordville :															
State (Ala.) Loan								123,171									1st Mortgage								1,397,000	7	1870	97																				
Mortgage								109,500									Chicago and Northwestern :																															
Alabama and Tenn. Rivers																	Sinking Fund Preferred								1,250,000								Florida :—															
1st Mortgage convertible.....								526,000	7	1872	61						1st Mortgage								3,000,000								Internal Improvement (State).....								1,655,000	7	1891					
2d Mortgage								225,705	8	1864							2d Mortgage								2,000,000								Free Land, 2d Mortgage.....								1,500,000	8	1891					
Albany, Vt. and Canada :																	Cincinnati, Hamilton and Dayton :																Florida and Alabama :															
1st Mortgage								500,000	7	1867							1st Mortgage								461,000		1867	96					Internal Improvement (State).....										7	1891				
Albany and West Stockholmbridge :																	2d Mortgage								950,000		1880	86					Free Land, 2d Mortgage.....										8	1891				
Albany City (S. F.)								1,000,000	6	'66-'76							*Cincinnati, Wilm. and Zanesville :																Florida, Atlantic and Gulf Centr.:															
Androscoquina and Kennebec :																	1st Mortgage								1,300,000									Internal Improvement (State).....								300,000	7	1891				
1st Mortgage (Coupon) '60-'64.....								1,000,000	6	'62-'64							2d Mortgage								574,000									Free Land, 2d Mortgage.....								200,000	8	1891				
Stock, convert. (Coupon)								710,000	6	'63-'68							3d Mortgage								168,000																							
Atlantic and St. Lawrence :																	Income								250,500									Fox River Valley :														
Dollar Bonds (Coupon)								988,000	6	1866							Tunnel Right								1,000,000									1st Mortgage								400,000	†					
Sterling Bonds (Coupon)								484,000	6	1878							Cleveland and Mahoning :																	2d Mortgage								180,000						
City of Portland Loan (Coup.)								1,500,000	6	'68-'70							1st Mortgage								694,500									Galena and Chicago Union :														
Baltimore and Ohio :																	2d Mortgage								469,000									Litchfield								52,015						
Maryland Sterling								3,000,000	5								3d Mortgage								38,800									1st Mortgage (S. F.).....								1,993,000	7	'62-'63	94			
Mortgage Coupon								2,500,000	6	1885	89						Clev. Painesville and Ashtabula :																	2d Mortgage (S. F.).....								1,738,000	7	1875	93			
" "								700,000	6	1880	87						1st Mortgage								564,000	7	1861	99																				
" "								1,128,500	6	1875	89						2d Mortgage								303,000	7	1862																					
" "								1,000,000	6	1867	94						Special (Sunbury and Erie).....								500,000	7	1874																					
Balt. City Loan								5,000,000	6							Convertible Scrip								300,000	7	1880																						
Bellevue and Ind. (1 Jan. '60)																	Cleveland and Pittsburg :																															
1st Mortgage convertible.....								791,000	7	1866	60						1st Mortgage (Main Line).....								800,000	7	1860	75																				
2d Mortgage								157,000	7	1870							2d Mort. (M. L.) or 1st Extension								1,188,000	7	1873	65																				
Income (1869 and 1870).....								104,500	7	var.							3d Mort. (M. L.) or 2d Extension								1,165,000	7	1875																					
Real Estate (1858, '61, '63, '68).....								119,750	7	var.							4th Mort. (M. L.) or 3d Extension								1,154,000																							
Belvidere Delaware :																	Income								118,000																							
1st Mort. (guar. C. and A.).....								1,000,000	6	1877							Dividend Bonds and Scrip.....								491,825																							
2d Mortgage								445,500	6								Cleveland and Toledo :																															
Camd. and Amb. R.R. Co.								244,000	6								Junction 1st Mortgage 1st Div.								377,000	7	1867																					
Black River and Utica :																	Junction 1st Mortgage 2d Div.								305,000	7	1872	56																				
1st Mortgage								370,000	7	1869							Junction 2d Mortgage								324,000	7	1862																					
Boston, Concord and Montreal :																	Tol. Nor. and Clev. 1st Mort.								622,000	7	1863	82																				
1st Mortgage								200,000	6	1870							Tol. Nor. and Clev. 2d Mort.								299,600	7	1863	82																				
2d Mortgage								300,000	7	1870							Junction Income								61,500	7	1862																					
3d Mortgage Coupons								150,000	6								C. and T. Income								192,950	7	1863	82																				
4th Mortgage Coupons								200,000	7								C. and T. Income (convertible)								409,900	7	1864																					
Sinking Fund								200,000	6								C. and T. Income (convertible)								373,000	7	1864																					
Boston and Lowell :																	C. and T. Dividend (convert.)								199,735	7	1865																					
Mortgage								440,000	6	1873							C. and T. Income (convertible)								129,000	7	1870																					
Boston and Worcester :																	C. and T. (S. F.) Mortgage								640,000	7	1865	78																				
Mortgage (plain)								100,000	6	1860							Junction (Lloyd's)								5,000	7	1862																					
Mortgage (convertible)								500,000	6	1860							*Cleveland, Zanesville and Cin. :																															
Buffalo and State Line :																	*Columbus, Piqua and Indiana :																															
1st Mortgage								500,000	7	1866	90						Columbus and Xenia :																															
Income (¼ in '59, ¼ in '62).....								200,000	7	var.							1st Mortgage								18,000		1859																					
Unsecured								200,000	7	1864							Dividend (due 1860, '61, '62, '66)								272,700		var.	92																				
Erie and North-East								149,000	7								Connecticut River																															
Burlington and Missouri :																	Mortgage (due 1862, '63, '78)								253,000	6	var.																					
1st Mort. on 1st Division								590,000									Connecticut and Passumps. Rivers :																															
Burlington Loan								75,000									1st Mortgage								800,000																							
Calro and Fulton (Mo.)																	Cumberland Valley :																															
State (Mo.) Loan								650,000	6	'78-'79							1st Mortgage								116,500																							
Camden and Amboy :																	2d Mortgage								97,000																							
Mortgage								367,000	6	1864	97						Dauphin and Susquehanna :																															
Mort. (chgd from Sterlig)								888,000	5	1864	97																																					
Mortgage								800,000	6	1849																																						
Mortgage								1,700,000	6	1875	87																																					
Sterling (\$210,000)								1,008,000	5	1864																																						
Sterling (\$225,000)								1,080,000	6	1864																																						
New Loan (iss'd \$337,000).....								2,500,000	6	1887																																						
Unsecured								800,000	6	1863																																						
*Catawissa, Williams, and Erie :																	Dayton and Michigan (1 Ap. '60) :																															
1st Mortgage								1,500,000	7	1865	32						1st Mortgage								300,000	8																						
2d Mortgage								399,036	7	1866							2d Mortgage								2,200,000	8																						
Chattell Mortgage								380,000	10	1871							Dayton and Western :																															
Cayuga and Susquehanna :																	1st Mortgage								300,000	7		50																				
1st Mortgage								300,000	7	1865							2d Mortgage									7		45																				
Unsecured								89,000	7	1862							Delaware :																															
Central of Georgia :																	1st Mortgage								500,000																							
Mortgage								106,267	7	1863							Guaranteed								65,000																							

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	350,000	6	var.		1st Mortgage	1,055,500	6		81
1st Land Grant (Western Div.)	4,000,000	†			Mortgage	450,000	8	1866		2d Mortgage	461,378	8		92
2d Land Grant (Western Div.)	353,600	†			Miscellaneous:					Pacific (Mo.):				
2d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subse. (endorsa)	150,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1865	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6	1853	86	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,905,000	6	1888	100
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	
Long Island:										2d Mortgage Sterling	1,539,840	6	1875	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	5		
1st Mortgage	500,000	6	1870	80						Pennsylvania Coal Company:				
Louisville and Frankfort:					N. Hav., N. Lond. and Ston'ton:					1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	450,000	7			Penobscot and Kennebec:				
1st Mortgage	248,000				Extension	200,000	6			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					New Haven and Northampton:					2d Mortgage (Coupon)	250,200	6	1876	
State (Tenn.), 1st Lien	300,000	6			1st Mortgage	500,000		1869		3d Mortgage (Coupon)	156,600	6	1871	
1st Mortgage	2,000,000				New Jersey:					Pensacola and Georgia:				
McMinnville and Manchester:					Company's (various)	711,000		var.	103	State Internal Improvement			7	30 y's
State (Tenn.)	372,000	6			New London, William and Palmer:					Free Land				
Mortgage	24,000	7			1st Mortgage	500,000	71			Peoria and Oquawka:				
Mortgage	10,000	6			2d Mortgage	300,000	61							
Madison and Indianapolis:					Income (convertible)	152,000	61			Peru and Indianapolis:				
State (Ind.) Loan					New London City	100,000	61							
Mortgage					N. Orleans, Jackson and Gt. North.					Petersburg:				
*Marietta and Cincinnati:					State (Miss.) Loan	155,000				Mortgage (due 1863 to 1872)	103,000	7	var.	
1st Mortgage (convertible)	2,500,000	71	1868		1st Mortgage	3,000,000	8	1886		Petersburg and Lynchburg (S. Side):				
2d Mortgage	2,000,000	71			N. Orleans, Opelous, and Gt. West.					State (Va.) Loan (S. F.)	800,000	7		
3d Mortgage	1,500,000	71			Louisiana State Loan	621,000				1st Mortgage (1859-70-75)	365,000	6	var.	
Sterling Income	333,000	4			New Orleans City Loan	1,500,000				3d Mortgage (1862-70-75)	378,000	6	var.	
Domestic	928,017		69-62		1st Mortgage (S. F.)	2,000,000	8	1889		Special Mortgage (1865-68)	175,000	6	var.	
Memphis and Charleston:					New York Central:					Last Mortgage (1861 to 1869)	133,500	8	var.	
State (Tenn.) Loan	1,100,000	6			Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½	Phila., Germant'n and Norrist'n:				
1st Mortgage	1,600,000	7	1880		State Loan—Sch'dy and Troy	100,000	6	1867		Consolidated Loan	274,800			
Memphis, Clarksv. and Louisv.:					State Loan—Rochester and Syr.	77,382	54	1861		Loan of 1842	100,000			
State (Tenn.) Loan	910,000	6			State Loan—Buffalo and Roch.	55,300	54	1865		Philadelphia and Reading:				
Memphis and Ohio:					State Loan—Roch., L. and N. F.	298,000	7	1861		Mortgage	705,000	5	1860	100
State (Tenn.) Loan	1,340,000	6			Stock Subscription	785,000	6	1883	96	Mortgage	1,572,800	6	1860	100
Michigan Central:					Premium Consolidated Stock	8,000,000	6	1883	96	Mortgage (convertible)	886,000	6	1860	100
1st Mortgage Sterling	467,480	6		85	Real Estate	221,000	6	1883	96	Mortgage (convertible)	134,000	6	1860	100
1st Mortgage (convertible)	500,000	8		99	New Convertible	3,000,000	7	1864	103½	Mortgage	3,209,600	6	1870	80
Unconvertible	258,000	8			*New York and Erie:					Mortgage (convertible)	3,586,500	6	1866	75½
1st Mortgage (convert.) Dollar	3,831,000	8			1st Mortgage	3,000,000	7	1867	103	Lebanon Valley R. R. (convert.)	1,500,000	7	1866	76½
1st Mortgage (S. F.), convertible	3,087,000	8		100	2d Mortgage	4,000,000	7	1859	102	Real Estate Mortgage	616,450			
Mch. Southern and N'n Indiana:					3d Mortgage (convertible)	6,000,000	7	1871	98	Phila., Wilmington and Baltimore:				
Michigan Southern	993,000	17	1857		4th Mortgage (convertible)	3,729,000	7	1880	91	Mortgage Loan	688,929	6	1860	
Northern Indiana	985,000	17	1861	85	5th Mortgage	1,277,000	7	1883	86	Mortgage Loan	1,066,500	6	1864	
Erie and Kalamazoo	300,000	†	1862		Unsecured (convertible)	2,618,000	7	1871	54	Improvement	119,000	6	1863	
Michigan Southern	259,000	†	1863		Unsecured (convertible)	2,443,000	7	1862	54	Pittsburg and Connellsville:				
Northern Indiana	299,000	†	1863		Sinking Fund	2,193,000	7	1875	54	Pittsburg Loan	500,000			
Jackson Branch	203,000	†	1865	81	New York and Harlem:					Alleghany Co. Loan	750,000			
Goshen Air Line	1,335,000	†	1868	78	1st Mortgage	3,000,000	7	1873	100	Connellsville Loan	100,000			
Detroit and Toledo	336,000	†	1876		2d Mortgage	1,000,000	7	1864	96	McKeesport Loan	100,000			
General Mortgage (S. F.)	2,458,000	†	1885	80½	3d Mortgage	1,000,000	7	1867	85	Baltimore Loan	1,030,000			
2d Mortgage	2,175,000	†	1877	49	New York and New Haven:					Cumberland Loan	200,000			
*Milwaukee and Beloit:					1st Mortgage	311,000	7	1860		*Pittsburg, Ft. Wayne and Chicago:				
1st Mortgage	630,000	8			1st Mortgage	964,000	6	1866	96	1st Mortgage (O. and P.)	1,000,000		1865	
Milwaukee and Chicago:					1st Mortgage	930,000	6	1875		2d Mortgage (O. and P.)	750,000		1866	
1st Mortgage	400,000	8			N. York, Providence and Boston:					Income (O. and P.)	1,991,000		1873	45
2d Mortgage	200,000	7			1st Mortgage	331,000	6			Bridge (O. and P.)	199,500			
*Milwaukee and Horicon:					North Carolina:					1st Mortgage (O. and L.)	1,000,000		1872	
1st Mortgage	420,000	8			State Loan	2,000,000	6			2d Mortgage (O. and L.)	380,000		1873	
2d Mortgage	600,000	8			State Loan	1,000,000	6			1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Farm Mortgage	150,000	10			North-Eastern (S. C.):					Real Estate (F. W. and Chic.)	498,000		1874	
Milwaukee and Mississippi:					1st Mortgage	700,000				Mortgage, Consolidated Comp'y	1,229,000		1887	
1st Mortgage (convertible)	74,000	10½	1861		Real Estate	224,500				Pittsburg and Steubenville:				
1st Mortgage (convertible)	525,000	8½	1862	65		35,910				Mortgage	800,000	†	1865	
1st Mortgage (convertible)	650,000	8½	1863	65	Northern Central:					Platte County:				
1st Mortgage (convertible)	1,250,000	8½	1877	52½	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		State (Mo.) Loan	300,000	6	1879	
South-West Branch	350,000	8½	1868	60	Md. State Loan (B. and Susq.)	150,000	6			Potsdam and Watertown:				
2d Mortgage	600,000	10½	1862	38	York and Cumberland 1st Mort.	175,000	6	1870		1st Mortgage	800,000	71	64-74	
Construction	500,000	71	1859		York and Cumberland 2d Mort.	25,000	6	1871		Quincy and Chicago:				
3d Mortgage	500,000	8½	1862		York and C. guar. by Baltimore	500,000	6	1877		1st Mortgage	1,200,000		1873	
Mississippi Central:					N. C. Contract	292,300	6	1875		Racine and Mississippi:				
1st Mortgage	1,007,363	7			Construction	1,903,500	6	1885		1st Mortgage (Eastern Division)	680,000	†		
Income	91,200	10			Northern (Ogdensburg):					1st Mortgage (Western Division)	757,000	†		
Tennessee State	45,000	6			1st Mortgage	1,500,000	71	1859		Raleigh and Gaston:				
Mississippi Central and Tenn.:					2d Mortgage	3,077,000	71	1861		Coupon	100,000		1902	
State (Tenn.) Loan	529,000	6			North Missouri:					Rensselaer and Saratoga:				
Income	95,500				State Loan	2,000,000	6			1st Mortgage			7	1863
Mississippi and Missouri:					State Loan	2,000,000	6			Richmond and Danville:				
1st Mortgage (convertible)	1,000,000	7			State Loan	350,000	6			State (Va.) Loan	600,000			
2d Mortgage (S. F.)	400,000	8			North Pennsylvania:					Guaranteed by State	200,000		1875	91
Oakalosa Division	1,425,000	7			Mortgage	2,500,000				Mortgage (Coupon)	250,000		1869	
Land Grant	7,000,000	7			Chattel Mortgage	214,500	10		68	Registered	150,000		1860	
Mississippi and Tennessee:					Northern (N. H.):					Richmond, Fred. and Potomac:				
Tennessee State Loan	98,000	6	1885		Mortgage (due 1860, '64 and '74)	219,500		var.		Sterling (£67,000)	324,000		1860	
Mississippi State Loan:					Norwich and Worcester:					Convertible	54,500		1875	
1st Mortgage	202,799	6			Mass. State Loan	400,000	6	1877		Dividend Certificates	35,800		1887	
Mobile and Ohio:					Mortgage	205,800	6	1860		Dividend Certificates	265,800		1869	
City (Mobile) Tax Loan	600,000	6			Dividend Scrip and Bonds	102,330	6	var.		Richmond and Petersburg:				
Tennessee State Loan	474,890	6			Ohio and Mississippi (O. and Ind.):					Coupon	150,000		1875	
Alabama State Loan	389,410	6			1st Mortgage	2,193,500	†	1868		*Rutland and Burlington:				
Income	759,415	8	1861		2d Mortgage	316,905	†			1st Mortgage	1,800,000			
Income	354,723	8	1862		Construction	4,637,920	†	1858	17	2d Mortgage	913,500			
Income	375,132	8	1865		Income	8,591,188	†	1858		3d Mortgage	420,400			
Income	18,700	8	1867		Ohio and Mississippi (Ill.):					Sacramento Valley:				
Sterling	875,045	6	1869							1st Mortgage	400,000			
Mississippi State Loan:										2d Mortgage	594,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1876	---
Dividend	224,000	6	'60-'62	---
Sandusky, Mansfield and Newark:				
1st Mortgage	1,290,000	7	---	---
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1858	---
1st Mortgage (R. and W. Br.)	100,000	7	1856	---
Unsecured	45,000	7	1858	---
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	---
2d Mortgage	75,000	---	1870	---
4th Mortgage	60,000	---	1856	---
South Carolina:				
State Loan	200,000	5	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Auditor's	246,500	7	---	---
Southern Mississippi:				
1st Mortgage	500,000	---	---	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	---	---	---
2d Mortgage	450,000	---	---	---
*Steuern and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	---	---
2d Mortgage	900,000	---	---	---
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	---	---
2d Mortgage	1,635,000	7	---	---
3d Mortgage (Income)	1,000,000	10	---	---
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	---	---
St. Louis City Subscription	500,000	---	---	---
St. Louis County Subscription	1,000,000	---	---	---
Carondelet Subscription	50,000	---	---	---
Sunbury and Erie				
Mortgage	1,000,000	7	---	---
Syracuse, Binghamton and N. Y.:				
Mortgage	7,000,000	5	---	---
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	61
2d Mortgage (convertible)	2,000,000	7	'68-'70	58
1st Mortgage (Bel. and Ill.)	517,000	7	1873	---
2d Mortgage (Bel. and Ill.)	494,000	7	1869	---
3d Mortgage (Bel. and Ill.)	503,000	10	1874	---
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	---	---
Mortgage	46,000	---	---	---
Terre Haute and Richmond:				
1st Mortgage (convertible)	220,000	7	1866	---
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1865	---
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1869	---
3d M. (L. Er. Wab. and St. Louis)	1,200,000	7	1891	---
Real Estate (L. Er. W. and St. L.)	300,000	7	1861	---
1st Mortgage (Toledo and Ill.)	900,000	7	1865	---
2d Mortgage (Toledo and Ill.)	800,000	7	1865	---
3d Mortgage (Toledo and Ill.)	600,000	7	1865	---
*Vermont Central:				
1st Mortgage	---	---	---	16
2d Mortgage	---	---	---	14
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82
Mortgage (coupons)	941,000	6	1884	---
Dividend, due 1865, '66 and '75.	238,346	6	var.	---
Income (1859 to 1863)	168,382	7	var.	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	---
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	---
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	---
*Western Vermont:				
1st Mortgage	700,000	---	1861	---
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	---	---
Income	177,000	---	---	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	---	---
Sterling, issued in 1858	144,500	---	---	---
Company's, endorsed by State	208,500	---	---	---
Winchester and Potomac:				
Mortgage	120,000	6	1867	---
York and Cumberland:				
1st Mortgage	308,000	7	---	---

New York Stock Exchange.
Sale Prices for the week ending August 29, 1860.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29				
FEDERAL STOCKS:				
U. S. 5s, 1874	102	102	103	103
U. S. 5s, 1880	101	101	102	102
STATE STOCKS:				
California 7s	---	91	91	91
Georgia 6s	---	---	---	---
Illinois 6s	---	---	---	---
Indiana 5s	90	90	90	90
2 1/2s	63	---	---	---
Kentucky 6s	---	---	---	---
Louisiana 6s	---	98	---	---
Maryland 6s	---	---	---	---
Michigan 6s	---	---	---	---
Minnesota 8s	---	---	---	---
Missouri 6s	61	61	61	61
New York 5s, 1874	---	---	---	---
6s, 1865	---	---	---	---
North Carolina 6s	98	98	99	99
Ohio 6s, 1860	---	103	---	---
Tennessee 6s, 1860	90	90	90	90
Virginia 6s	---	---	---	---
RAILROAD SHARES:				
Chicago, Burl. and Q.	90	89	89	89
Chicago and Rock Isl.	83	83	82	82
Chicago and N. West.	---	---	---	---
Clev. Paines & Asht. 117	---	---	---	---
Clev. and Pittsburg	---	104	104	104
Clev. and Toledo	49	49	47	47
Del. Lack. and West.	94	---	---	---
Galea and Chicago	82	82	81	80
Hudson River	59	59	58	57
Illinois Central (scrip)	88	80	87	87
Indianapolis and Cinc.	---	---	---	48
Michigan Central	70	73	72	71
M. S. and N. I. guard	47	48	47	46
M. S. and N. I.	22	23	23	22
Milwaukee and Misa.	14	15	14	14
New Jersey Central	---	---	---	113
New York Central	85	85	85	84
New York and Erie	29	29	29	28
N. York and Harlem	10	18	18	18
N. Y. and H. "pref."	40	48	47	46
Panama	126	126	125	125
Phila. and Reading	46	47	46	46
RAILROAD BONDS:				
Chic. and N. W. 1st M. 61	60	---	---	---
" 2d M.	37	37	---	---
" S. F.	---	---	82	---
Cl. & Tol. S. F. 7 p.c. '85	80	81	80	---
D. L. & W. 1st M. 5 p.c. '71	100	100	---	---
" 2d M. 5 p.c. '81	---	---	---	---
Gal. and Ch. 1st M. 5 p.c. '95	---	---	---	---
" 2d M. 5 p.c. '75	---	---	---	---
Hann. & St. J. 1 M. 8s	---	---	---	---
Hudson R. 1st M. 7 p.c. '69	---	---	---	---
" 2d M. 7 p.c. '60	101	---	---	---
" 3d M. 7 p.c. '75	---	---	---	---
Illinois Centr. 7 p.c. '75	95	96	96	96
" 6 p.c. '75	---	---	---	---
L. Erie & Wab. 1 M.	---	---	---	---
" 2 M.	---	---	---	---
Mich. Cen. S. F. 8 p.c. '82	100	---	100	100
conv. 8 p.c. '69	---	---	---	---
Mich. Southern 1st M.	---	88	65	65
" 2d M. 6 p.c. '74	67	69	65	65
" S. F.	---	---	81	---
M. S. & N. I. 1 M. S. F.	---	---	---	---
" 2 M. 5 p.c. '77	---	---	---	---
Northern Ind. 1 M.	86	---	---	---
" 2 M.	---	---	---	---
N. J. Central 1st M.	---	---	---	---
N. Y. C. 6 p.c. certif. '83	---	96	---	---
" 1 M. 7 p.c. '64	---	---	---	103
N. Y. & E. 1 M. 7 p.c. '67	---	---	---	---
" 2 M. 7 p.c. '69	102	---	---	---
" 3 M. 7 p.c. '71	---	---	---	---
" 4 M. 7 p.c. '80	82	---	---	---
" 5 M. 7 p.c. '83	---	---	---	---
conv. 7 p.c. '62	---	---	---	---
" 7 p.c. '71	---	55	55	---
" S. F. '75	---	---	---	---
N. Y. & H. 1 M. 7 p.c. '73	98	98	98	97
" 2 M. 7 p.c. '64	96	---	96	---
" 3 M. 7 p.c. '67	---	---	---	---
Penn. 1st M. 7 p.c. conv. '88	---	---	---	---
" 2 M. 6 p.c. '87	---	---	---	---
Ph. and Read. 6 p.c. '60	---	---	---	---
" 6 p.c. '70	---	---	---	---
T. H. and A. 1 M. 8s '72	---	---	---	---
" 2 M. 8s '70	---	---	---	---
BANK AND INSURANCE STOCK:				
Am. Exchange Bank	---	---	103	---
America, Bank of	---	---	---	---
Commerce, Bank of	101	---	---	101
Merchants' Exch. Bk.	---	---	100	---
Mercantile (Mar.) Ins.	---	---	---	---
Commonwealth Bank	---	---	---	---
Metropolitan Bank	---	---	112	---
MINING STOCK:				
Pittsburg	---	58	---	---
Rockland	---	27	27	26
Columbian	3	---	3	---
Minnesota	82	85	85	85
Isle Royale	11	11	---	10
MISCELLANEOUS:				
Del. and Hud. C. Co.	95	95	94	94
Cumberland Coal Co.	---	---	10	---
Penn's Coal Co.	---	---	---	---
Pacific Mail S. S. Co.	79	79	80	80
Canton	---	---	---	---
Brooklyn Water Ws.	---	---	---	---

The following are the closing prices in the London Market on the 11th August:

United States 5 p. c. red. '74	93	to	93 1/2
Illinois Central 6 p. c. red. 1875	83	to	85
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60	91	to	93
Do. \$100 shares, \$80 p'd. 26	26 1/2	to	26 1/2
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	88	to	90
Do. do. 1st mortgage	---	---	---
(sinking fund), 1882	88	to	90
Do. \$100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct.	---	---	---
(sinking fund) 1885	70	to	75
Do. \$100 shares	12	to	17
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. \$100 shares	77	to	79
New York and Erie 1st mortgage 7	---	---	---
per cent. 1867	91	to	93
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	48	to	52
Do. Shares, assented	25 1/2	to	26 1/2
Pennsylvania Central B'ds, 1st mort.	---	---	---
conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. \$50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. \$50 shares	18	to	22

American Railroad Journal.

Saturday, September 1, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Atlanta and West Point Railroad.

The gross earnings of this road for the past fiscal year ending June 30th, 1860, were:

From Passengers	\$201,938 46
" Freight	193,567 03
" Mail	20,540 76
" Sale of engine "La Grange"	2,000 00

Total \$418,036 25

The expenditures have been:

For conducting transportation	\$38,383 83
For maintenance of way	52,691 99
For maintenance of motive power	50,093 59
For maintenance of cars	9,830 52
For insurance and taxes	1,209 25
Total	\$152,209 18

In addition to the above, there has been paid for—

New depot at Hoganville and extension of Atlanta depot	4,911 78
Two new engines	17,425 19
25 new freight cars	15,650 00
150 tons new iron	9,868 25
Fencing the road, new water station, and miscellaneous	8,852 93

Making a total of \$208,917 28

And leaving as net income from the year's operations \$209,118 97

The increase in receipts over the previous year was:

From passengers	\$22,061 88
From freight	31,916 40

Total increase \$53,978 28

The ordinary current expenses have been slight

ly reduced, while the extraordinary expenses are increased by the purchase of new engines, cars and iron rails as may be seen by inspection of the foregoing statements.

The number of bales of cotton hauled, is 72,906, being 9,887 more than in the previous year, and probably very near the maximum that ever will be carried in one season upon the A. & W. P. railroad.

The increase in the number of passengers carried, as well as in the income from that source, compares well with former years—a result peculiarly gratifying in view of the active competition since the completion of rival Southern and Western routes.

The engine and car equipment consists at present of 16 locomotive engines, 7 passenger cars, 4 baggage cars, 55 freight box cars, 20 freight stock cars, 6 freight coal cars, 20 freight platform cars.

Two new freight engines have been placed upon the track, and two more are ordered for delivery before the next winter's business commences. The repairs are still, as heretofore, done by the Georgia Railroad Company at their shops in Atlanta and Augusta.

The road-bed and track have been well kept up, and the repairs conducted with economy and discretion.

The following is an exhibit of the condition of this company, on the first of July, 1860.

ASSETS.	Dr.
Road outfit and real estate.....	\$1,192,389 76
Bills receivable.....	202,421 31
Due by agents and corporations....	87,375 90
Excess of material on hand.....	9,568 50
Cash on hand.....	105,630 17
	<hr/>
	\$1,597,885 64
LIABILITIES.	Cr.
Capital stock.....	\$1,250,000 00
Bonds of the Company.....	126,000 00
Due connecting roads.....	41,100 11
Due for expenses and dividends....	9,518 50
Profit and loss.....	170,767 03
	<hr/>
	\$1,597,885 64

President—HON. JOHN P. KING.

Directors—Andrew J. Berry, Jesse McLendon, John E. Robinson, Richard Peters, Pleasant Stovall, Hon. Orville A. Bull.

General Superintendent—GEO. G. HULL.

Secretary and Treasurer—WM. P. ORME.

Hudson River Railroad Depot.

The new depot of the Hudson River Railroad Company about to be built at the foot of Broadway will be one hundred and sixty feet on Broadway and one hundred and sixty feet on Greenwich, with a depth of two hundred feet. The ground cost \$220,000, and it is the intention of the company to put up a building which shall not only furnish every possible accommodation for passengers and freight, but shall be an architectural ornament to the lower part of the city. Their depots in West Broadway and Eleventh avenue will be reserved as local stations. The company are now receiving freight daily at that point and carting it up to their lower depot. The rails of the Ninth Avenue road will probably be laid down town early in the fall, when the Hudson River Railroad Company will immediately put on cars for the transportation of their freight. The route of the Ninth Avenue road, upon which the Hudson River Railroad Company will do all their business, is

down Washington street, through Battery Place, and up Greenwich street.

Louisville, Frankfort and Lexington Road.

This line is 94 miles in length. It is composed of the Louisville and Lexington railroad, extending from Louisville to Frankfort, 65 miles, and the Lexington and Frankfort railroad, thence to Lexington, 29 miles. The annual meeting of the stockholders in these roads was held on the 31st of July, at which the annual reports for the fiscal year ending June 30th were presented. In accordance with the articles of agreement adopted at the previous annual meeting, these two roads have been operated during the past year as one; the net earnings, after the payment of all operative expenses, being divided between the companies in the proportion of the lengths of their respective roads. The receipts from the joint operations of these roads were:

From passengers.....	\$212,133 69
" freight.....	165,982 37
" mails.....	8,963 00
" miscellaneous.....	3,299 11
	<hr/>
	\$390,377 17

And the expenditures were:

Repairs of road.....	\$44,983 19
" locomotives.....	20,738 21
" cars.....	25,249 44
" bridges.....	6,171 33
" rails.....	4,336 08
" buildings, etc.....	5,857 25
Fuel.....	22,876 76
Wages.....	49,581 49
Chairs and spikes.....	3,016 70
Cross-ties.....	6,011 76
Ballast.....	7,984 18
Miscellaneous.....	14,427 74
	<hr/>
	211,234 18

Net profits.....	\$179,143 04
Compared with the preceding year, the gross earnings of the joint roads show an increase of.....	\$2,143 77
The expenses an increase of.....	1,092 99

Making the increase in net earnings...\$1,050 78

The revenue from passengers shows an increase of \$20,362 56, or 10.6 per cent.; while that derived from the transportation of freight decreased \$20,402, or 10.9 per cent. The diminution in the freight earnings is due principally to the falling-off in the number of hogs transported during the months of November and December.

LOUISVILLE AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings.....	\$270,053 08
Expenses.....	145,183 23

Net profit.....\$124,869 85

While the gross earnings show an increase of only \$2,006 89, the expenses have been reduced \$8,918 08—thereby making an increase of \$10,924 97 in the net earnings.

Of the net revenue \$19,584 97 have been expended in the purchase of materials for the use of the road, and the remainder has been appropriated to the payment of interest, and the maturing debt. The reduction of debt during the past year has been \$84,097 87. Since July 1, 1855, it has been reduced \$296,096 87, besides the expenditure during the same time of \$45,680 27 in the re-construction of the Frankfort bridge, and the

investment of a large amount in station houses, water stations, ballasting, etc.

The board have full confidence in the ability of the road hereafter to earn sufficient to meet the bonds as they mature, and to pay on the present amount of stock semi annual cash dividends of 8 per cent., commencing Jan. 1, 1861. The stock and indebtedness of the road now amounts to \$1,161,588 91, while the cost is \$1,502,094 61. This difference has been paid out of the net earnings, to the amount of which the stockholders will be entitled to stock, whenever it will be advisable to declare it.

After providing for the July interest, there remained \$5,000, which, together with bills receivable, and real estate not required for the purposes of the road may be used for the further reduction of the debt.

BALANCE SHEET, July 1, 1860.

Capital stock.....	\$741,069 40
State of K'y, for right of way, etc....	74,519 50
City of Louisville bonds.....	149,000 00
Railroad bonds matured July 1, 1860,	36,000 00
" " old and new.....	197,000 00
Cash dividends unclaimed.....	585 36
Profit and loss.....	464,566 30
	<hr/>
	\$1,662,740 56
Construction.....	\$1,375,359 61
Proportion of rolling stock.....	126,735 00
Stock in other roads.....	6,540 00
Real estate.....	39,066 64
Proportion of materials.....	62,609 52
Cash in New York to pay bonds.....	36,000 00
" " interest.....	7,108 89
Bills receivable.....	3,600 32
Cash.....	5,720 58
	<hr/>
	\$1,662,740 56

President—EDWARD D. HOBBS.

Directors—Robert G. Courtenay, T. T. Shreve, E. H. Hobbs, R. C. Hewitt, T. Merriwether, J. W. Kalfus.

Superintendent—SAM'L GILL.

Secretary and Treasurer—W. H. BEYNSROTH.

LEXINGTON AND FRANKFORT R. R.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings.....	\$120,324 09
Expenses.....	66,050 90

Net profits.....\$54,274 19

The gross earnings show an increase of \$136 88, the expenses an increase of \$10,006 07—making the decrease in net earnings \$10,142 95, which is attributed to the same cause as that above alluded to. Notwithstanding this decrease in net earnings, they have been sufficient to justify a declaration of 7 per cent. in dividends, provide the proper sinking fund for the payment of the debt, and increase in an amount more than one per cent. upon the stock, the renewal and contingent fund. Large amounts have also been expended in ballasting, widening cuts, building station houses, etc., which has added to the value of the company's property.

BALANCE SHEET, July 1, 1860.

Capital stock.....	\$514,409 44
Bonds.....	130,000 00
Dividends unpaid.....	1,891 50
Sinking fund.....	12,500 00
Renewal and contingent fund.....	37,337 26
Stock profits.....	22,489 65
Profit and loss.....	6,287 77
	<hr/>
	\$724,865 62

Construction	\$590,401 20
Proportion of rolling stock	52,300 60
Bonds receivable	38,000 00
Bills receivable	3,191 08
Real estate	978 84
Proportion of materials	30,338 19
Cash	9,656 06
	<hr/>
	\$724,865 62

President—EDWARD D. HOBBS.

Directors—Benj. Gratz, M. C. Johnson, F. K. Hunt, P. Swigert, W. A. Dudley, John Carty.

Superintendent—SAM'L GILL.

Secretary—E. S. DUNCANSON.

The completion of the Lexington and Big Sandy railroad to Mount Sterling, and the Shelby railroad from Hobbs Station to Shelbyville, is urged upon the attention of the stockholders of both roads, as being calculated to materially strengthen their line as a competitor for the business of the adjacent country, and add largely to its net revenue.

The equipment of the entire line consists of 12 locomotives, 10 passenger, 5 baggage, and 160 freight, stock and platform cars.

Pacific Railroad of Missouri.

Passenger trains have commenced running on this road to Otterville, 176 miles west of St. Louis. The heaviest work on the line west of Jefferson City was between Syracuse and Otterville—one mile costing for grading alone some \$65,000; and progress has, therefore, been slow. From Otterville west all the way to Jackson county, the work is light. The grading is well advanced as far as Sedalia, and the road will be opened to that point in December next. Upon the Southwest Branch track laying has been resumed, and trains will soon be running to Dillon, with the promise of reaching Rolla, county seat of Phelps in December.

Henderson and Nashville Railroad.

Track-laying was commenced on this road at Henderson, on the 20th ult. Rails sufficient to iron five miles had arrived and the length will be completed by the 1st October, and a second five miles will probably be opened by the 1st December. On the southern end of the line the work is being constantly and vigorously prosecuted. From the State line toward Hopkinsville twenty miles have been graded and are now ready for the reception of the iron. Trenton District, in Todd county, has voted a large subscription of stock, and Christian county a subscription of \$300,000. With these means, besides others, which can be made available, it is certain that the road will speedily be built through Todd and Christian counties, leaving but the gap of Hopkins and Webster. This gap will soon be filled, and before the close of 1861 the communication between Nashville and Henderson will be entirely by rail.

Improved Car Coupling.

The following notice of a newly invented Car Coupling is from the Cincinnati Enquirer:

The patentees claim for it that a train of any number of cars can be coupled by simply backing them together, and a boy ten years old, standing upon the platform of a passenger car, or on top of a freight car, out of all danger, can uncouple a single car or an entire train, either when in motion or standing still, on a level or on a grade. No backing or "stacking up" of the train is necessary before uncoupling; and, by the use of this invention, an engineer, seeing danger ahead, could detach the whole train as easily and as quickly as

he could sound the steam whistle, and thus prevent a catastrophe from dragging the train after the locomotive off the track or over an obstruction.

The New Pipes over the High Bridge.

The work of laying the new seven-foot pipe over the High Bridge will be commenced shortly, so far as the reception and manufacturing of the boiler iron plate for the pipes is concerned, the first consignment having been received. An iron pipe of seven feet diameter will be something of a curiosity, being the largest ever manufactured in the world. The work of lowering the Croton pipes in the Eighth-avenue, for a distance of a mile and a half, from five to ten feet, without interfering with the flow of the Croton water, has just been completed, and the avenue filled in and up to its level. This is a work that reflects the highest credit upon the Chief Engineer of the Croton Department, A. W. CRAVEN, Esq., who planned it, and Geo. S. GREEN, Esq., the Assistant Engineer, under whose personal supervision the work was commenced and carried to successful completion.

Bank Dividends.

The Bank of Louisiana has declared a semi-annual dividend of 5 per cent., payable to New York stockholders, less exchange, on the 3d of September, at the Merchant's Bank of this city.

Flint and Pere Marquet Railroad.

About ten miles of rail has been laid between Saginaw and Flint, on the Flint and Pere Marquet road, and progress is being made at the rate of three-eighths of a mile a day.

Alabama and Florida Railroad.

The Pensacola Observer of 8th ult. says: "We have the pleasing intelligence this morning that the last rail has been laid on the Florida end of the Alabama and Florida Railroad, and that track-laying will be prosecuted instantly and vigorously from the State line towards Montgomery.

The Vicksburg, Shreveport and Texas Railroad has been extended across the Bayou Macon, and the cars are now run to Delhi.

The Production and Consumption of Coffee.

The quantity of coffee produced in the world is as follows: Brazil, 519,000,000 lbs.; Java, 202,500,900 lbs.; Ceylon, 105,000,000 lbs.; St. Domingo, 75,000,000 lbs.; Sumatra, 30,000,000 lbs.; Cuba and Porto Rico, 30,000,000 lbs.; Venezuela, 30,000,000 lbs.; Costa Rica, 15,000,000 lbs.; Mocha, 7,500,000 lbs.; English West Indies, 7,500,000 lbs.; Manilla, 4,500,000 lbs.; French and Dutch West Indies, 3,000,000 lbs. Total, 1,024,000,000. The consumption of coffee is estimated in the following manner: The whole of North America consumes 327,500,000 lbs., being in the largest proportion; France, Switzerland, Spain, Italy, Portugal and adjoining islands, consume amongst them only 202,500,000 lbs.; Germany, including Austria, 292,500,000 lbs.; Holland and Belgium, 142,500,000 lbs.; Denmark, Sweden, Russia, Finland and Poland, only 75,000,000 lbs. among them, owing, probably, to the fondness of those nations for something stronger. Great Britain and Ireland consumes about 60,000,000 lbs.

L. H. MATTISON,
MANUFACTURER OF

PLATED WARE,
230 PEARL STREET,
NEW YORK.

NEW SCIENTIFIC WORKS JUST IMPORTED BY D. APPLETON & CO.,

443 & 445 BROADWAY.

THE ENGINEER, 8 vols. folio, cloth	\$42.00
or, vol. 8, for 1859, cloth	6.00
THE ARTIZAN, 17 vols. 4to, 1/2 calf	94.00
or, vol. 17, for 1859, cloth	4.50
CIVIL ENGINEER, 22 vols. 4to, 1/2 calf	140.00
or, vol. 22, for 1859, cloth	7.50
PRACT. MECHAN. JOURNAL, 4 vols.	14.00
or, vol. 4, for 1859, cloth	4.50
THE BUILDER, in 17 vols. folio, 1/2 moir.	91.50
or, vol. 18, for 1859, cloth	7.50
ROYAL ENGINEER PAPERS, for 1859	6.00
The Siege of Sebastopol, 4 vols. 4to.	28.00
MECHANICS MAGAZINE, 69 vols., 1/2 bound	116.00
BRITISH ASSOCIATION OF SCIENCE, 28 vols., 1/2 calf	135.00
YEAR-BOOK OF FACTS IN SCIENCE AND ARTS, a complete set, in 22 vols., cloth	33.00
or, the vol. of 1859	1.50

JUST PUBLISHED

And to be had of D. A. & CO., on receipt of six cents in P. O. stamps, a catalogue of their large collection of Books, in every department of the Arts and Sciences, with the prices affixed to each work. 2135

Notice to Contractors.

ENGINEER'S OFFICE, COVINGTON & OHIO R. R.,
At Alleghany's, Alleghany County, Va., 27th Aug. 1860.

SEALED PROPOSALS, addressed to the undersigned, and endorsed "Proposals," will be received at this office until 12 o'clock M. of Wednesday, the 20th of September next:

For the construction of a Tunnel near 3,700 feet long, 15 1/2 miles west of Covington;

For the grading of a temporary Railroad track over the above tunnel;

For the grading of about one-half mile and completion of the grading of one mile of Railroad, at and near Covington;

And for the cross-ties required for twenty-five miles of Railroad track and sidings, between Covington and the White Sulphur Springs.

The Specifications and plans of the work, and the form of contract, which states fully the terms and conditions upon which the above work will be let, may be had and seen at this office, on and after the 12th of September next.

The right is reserved to accept such proposals as will best secure the faithful construction and completion of the work, according to contract, and to reject any or all that are not satisfactory.

No transfer of the allotment of any work will be allowed.

Persons proposing for work, who may be unknown to the undersigned, are expected to present satisfactory references.

By order of the Board of Public Works,
3135 CHARLES B. FISK, Chief Engineer.

RAILROAD IRON,

52 LBS. per yard, at New York and Hampton Roads, Va., and a market.

The attention of Companies requiring Rails is asked to the above cargoes of Superior Welsh make, to arrive in September.

NORRIS & BROTHER, Baltimore,
and 46 Pine st., New York.

ANDREWS' PATENT Centrifugal PUMPS



ARE the best and cheapest Pumps made for RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING, and general use.

Made entirely of metal, without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury. Capacity from 20 Galls. to 1,000 Bbls. per minute.

For descriptive pamphlet and Price List address

WM. D. ANDREWS & BRO.,

414 Water St., New York,

GENERAL DEALERS IN

Iron, Metals, new and second hand Machinery.

WASDELL & BROWN,
Die Sinkers, Letter Cutters and General Engravers,
37 BEEKMAN STREET,
2d FLOOR. NEW YORK.

STEEL Name Patches, Alphabets, Figures, Die Letters, etc.
SILVER HAND STAMPS for Banks and Offices. HAT
TIPS, GILDING, DYES, PLATES and EXPOSING DYES.
Marking Plates, Branch, Fitting Patches, etc., etc.

STATIONERY.

CHARLES W. BLEECKER,
No. 18 & 18 William st., cor. of Beaver,
NEW YORK,
STATIONER, PRINTER
AND
BLANK BOOK MANUFACTURER.

ENGRAVING, and LITHOGRAPHING of every description, executed in the best style; **BLANK BOOKS** for **RAILROAD COMPANIES, BANKS and INSURANCE COMPANIES,** made to order; **Tracing and Drawing Papers, Tracing Cloth; Note, Letter and Cap Papers, Envelopes;** and a complete assortment of Stationery, all of which is offered on reasonable terms.

PORTER FITCH,
BLANK BOOK MANUFACTURER,
STATIONER, PRINTER AND LITHOGRAPHER,
No. 6 BEEKMAN STREET,
NEW YORK.

FIRST CLASS ACCOUNT BOOKS made to order, and ENGRAVING of every description for RAILROAD CORPORATIONS, BANKS and INSURANCE COMPANIES, executed in the best manner on short notice.

Also—
ENVELOPES,
NOTE, LETTER AND CAP PAPERS,
FOR SALE AT LOW PRICES.

HUFTY'S
ENGINEERS, ARCHITECTS AND DRAFTSMEN'S
STATIONERY EMPORIUM.

WHATMAN'S TURKEY MILL, DRAWING PAPER, Tracing Paper, Plan and Profile, Protractors, Drawing Pins, Faber's, Jackson's, and other makers' Pencils; Field, Level and Memorandum Books of various patterns, Mathematical Instruments, Tape-lines, Mouth Glue, Cross Section paper, Triangles, Label Brushes, Gum Bands, Maiden Gum, Red Tape, Ink, Inkstands and Sand, Water Colors, Pallets, Patent Binders for letters, Portfolios, etc.,

TOGETHER WITH A GENERAL ASSORTMENT OF
Stationery and Blank Books.

All goods packed with care, and forwarded to any part of the United States.

HUFTY,
407 Chestnut st., Philadelphia.

NATHAN LANE & CO.,
STATIONERS,

No. 69 Wall st. and No. 91 Beaver st.,
KEEP on hand a full assortment of articles needed for the **COUNTING HOUSE,** and for **BANKS, INSURANCE, RAILWAY,** and other Companies.

Ledgers, Journals, Day-Books, Blotters,
BLANK BOOKS, CHECKS AND CHECK-BOOKS,
MEMORANDUM AND PASS BOOKS,
Commercial and Custom-House Blanks, etc.

ORDERS FOR SPECIAL PATTERNS
EXECUTED WITH NEATNESS AND PROMPTITUDE.

PAPER,

OF EVERY DESCRIPTION AND STYLE,
Letter, Post, Note, Fancy, Enamelled, Plain and Colored,
In whole and half reams, with **ENVELOPES** to suit.

GOLD AND STEEL PENS,
Of the various approved manufactures, on cards and in boxes.

INKS,

Of different make and color, also, that good old-fashioned article which many experienced accountants prefer to any other writing liquid—the ancient, long-tried, never-failing, permanent, excellent and trustworthy,

Kidder's Black Ink Powders.

Those persons who prefer to make their own ink, can do so in a few minutes, and by giving the bottle an occasional shake, a **jet black** fluid is obtained.

BLOTTING PAPER,
IN SHEETS AND ROLLS.

Copying Presses and Letter Books.

In short, every other article required by the merchant, the banker, the lawyer, the doctor and his patient, at that old-established stand,

No. 69 WALL ST. AND NO. 91 BEAVER ST.,
NEW YORK.

The Southern Oil Company.

OFFICE No. 60 NEW ST.,
NEW YORK.

SUPERIOR CAR BOX OIL,

At 25 per cent. below the cheapest Lubricating Agent in use.

THE OIL is chemically pure; is entirely free from Gum and Acid; and at thirty-eight degrees below freezing point retains its perfect limpidity.

LOSEE & BOGERT, Agents.

OIL! OIL!**PEASE'S****IMPROVED ENGINE and SIGNAL OIL,**

FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF

MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, prove this Oil to be superior for **Burning**, and **TWENTY-FIVE** per cent. more durable than **Sperm Oil**, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and **WILL NOT GUM.**

In no case has it failed to meet the approval of the consumer. The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

OILS! OILS!**ROOT, RUST & CLARK,**

No. 215 Pearl Street,
NEW YORK,

MANUFACTURERS AND DEALERS IN

SPERM, ELEPHANT & WHALE OIL.

ALSO, IMPORTERS OF

RAPESEED OIL,

(Best known substitute for sperm as a lubricator).

HAVING become largely identified with Railroads, Machine shops, etc., we are enabled to furnish oils particularly adapted to their use, at the **very lowest price.**

Your orders are solicited.

Machinists' Lubricating OIL COMPANY,

No. 68 Courtlandt and 172 Washington Sts.,
NEW YORK,

ALEXANDER POPE, Treasurer.

MANUFACTURERS OF

WHITE METALLIC OIL,

AND DEALERS IN

SPERM, LARD, WHALE, AND OTHER OILS.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF

MASON'S SPERM OIL,

AND DEALERS IN

SPERM, WHALE, LARD AND OTHER OILS,

For Railroads, Steamers, Machinery and Burning

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST., NEW YORK.

SANFORD'S
MAMMOTH
HEATERS,
Extensively used in
Railroad Depots,
WORKSHOPS,
Factories,
Hotels, Stores,
AND ALL
EXPOSED PLACES

REQUIRING A
Powerful Heat
WITH
LITTLE FUEL.
(See Book of Letters
sent free.)

SANFORD, TRUSLOW & CO., 239 Water st,
N. Y. Manufacturers of every description of Cooking and Heating Stoves for all parts of the world.



SANFORD'S
CHALLENGE
HEATERS,
PORTABLE
AND FOR BRICK
Most powerful
HEATER,
AND
THE GREATEST
FUEL SAVER
KNOWN;
Burning the
Gases and Smoke,

AND
No Clinkers.
Send for
Book of Letters.

N. T. MADDEN'S
RIVAL HEATER
AND
RADIATOR;

ALSO ALL KINDS OF
OFFICE, HALL, PARLOR AND COOKING
STOVES,

AND
HOUSE FURNISHING GOODS,
451 EIGHTH AVENUE,
NEW YORK.

WM. W. GODDARD,
No. 253 Pearl st., NEW YORK,
MANUFACTURERS OF ALL KINDS

Braziers & Sheet Copper,
YELLOW SHEATHING METAL, BOLTS AND NAILS,
COPPER BOTTOMS,
Locomotive Strips, Tubing Bolts and Bars,
COPPER AND BRASS RIVETS AND BURS,
Large Plats and extra-sized Sheets, rolled to order at short notice,
TINNED COPPER OF ALL DIMENSIONS,
INGOT AND PIG COPPER.

Waterbury Brass Agency,

ALEX. ANDERSON, Agent,
52 BEEKMAN STREET, NEW YORK,
FOR THE SALE OF
SHEET BRASS,
COPPER AND BRASS WIRE,
BRASS AND COPPER TUBING,
COPPER RIVETS AND BURS, ETC.
Manufactured at **WATERBURY, Conn.**

METALS for RAILROAD COMPANIES.

LUCIUS HART,

IMPORTER AND DEALER IN METALS,
4 and 6 Burling Slip, NEW YORK.
BLOCK TIN. | SPELTER. | BABBITT METAL.
ANTIMONY. | PIG LEAD. | INGOT COPPER.

BARD, BROTHERS & CO.,
MANUFACTURERS OF

GOLD PENS,

PEN AND PENCIL CASES,

No. 21 MAIDEN LANE,

NEW YORK,

ALSO, MANUFACTURERS OF

BARD & WILSON'S PATENT

Angular Nib Gold Pens.

GOLD PENS REPAIRED OR EXCHANGED.

Manufactory, BROOKLYN, Conn.

THE FARNLEY IRON CO.,

Near LEEDS, Yorkshire,
MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,
OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely the same as that of LOW MOOR and BOWLING, being from the same bed of mineral.

For sale, at manufacturer's prices, by

M. K. JESUP & COMPLY,
44 Exchange Place, New York,

SOLE AGENTS for the UNITED STATES and CANADAS.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,
1½ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 8 inches bore, with Screw and Socket Connections.
T's L's Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.

WAREHOUSE-209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER,
STEPHEN P. M. TASKER.

LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for T Rails, of the following weights per lineal yard, viz—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, 46 Exchange Place, N. York.

Address J. H. SCRANTON, President,
Scranton, Pa.
or DAVID S. DODGE, Treasurer,
46 Exchange Place,
NEW YORK.

RAILROAD IRON. THE RENSSELAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
22 CHURCH ST.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS deliverable free on board at ports in England, or ex ship at ports in the United States.

M. K. JESUP & COMPLY,
44 Exchange Place,
New York, 1st June, 1858.

MORRIS, WHEELER & CO., SUCCESSORS TO

MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS AND SPIKES, PIPE IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of IRON can be executed.

RAILROAD IRON. WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the CAMBRIA IRON COMPANY, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

PHILADELPHIA: NORTH PENNA. R. R. BUILDING,
OFFICE. No. 407 Walnut st.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
6 Pine st., N. Y.

RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.

THE subscriber is prepared to enter into CONTRACTS FOR RAILS delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Eric Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
13 CHURCH STREET, N. Y.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States, RAILS OF SUPERIOR QUALITY, and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

New York, Aug. 1, 1858.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

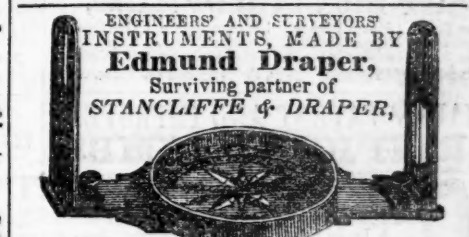
S. W. HOPKINS, Broker,
80 Beaver st., New York.

INSTRUMENTS.

H. W. Hunter.

MANUFACTURER of Railroad, Surveying, and Drawing Instruments, etc., etc, 109 William st., New York.
N. B.—Bronze and Silver Medals awarded for the Best Railroad and Surveying Instruments, 1856 and 1857.

E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS,
RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.



ENGINEERS' AND SURVEYORS'
INSTRUMENTS, MADE BY
Edmund Draper,
Surviving partner of
STANCLIFFE & DRAPER,
No. 22 Pear Street, below Walnut,
near Third St., PHILADELPHIA.

J. T. Hobby, (formerly SAWYER & BOBBY)
MATHEMATICAL Instrument Maker, at the old stand,
156 Water st., New York. 1783

James Prentice,
66 NASSAU ST., N. Y. Manufacturer of Mathematical Instruments of every description. Orders promptly filled.

Hugo Harttman,
MANUFACTURER of Engineers' and Surveyors' Instruments, 222 S. Third st., PHILADELPHIA.

W. & L. E. Gurley, Troy, N. Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain.
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st., Phila. (Two premiums awarded.)

F. W. & R. King
MANUFACTURERS of Engineers' Surveying Instruments, No. 226 Baltimore st., BALTIMORE, Md.

Richard Patten,
MANUFACTURER of Mathematical Instruments to the U. S. Government, No. 58 Baltimore st., BALTIMORE, Md.

James W. Queen & Co., Philad.,
MANUFACTURERS of Engineers' Levels, Transits, Chains, Tapes, &c. Priced catalogues by mail gratis.

Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manufactory to No. 43 North Seventh Street, Philadelphia.

H. SAWYER
(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washington Av. Yonkers, N. Y.

**J. THOMPSON'S
CELEBRATED
WASHING-COMPOUND.**
D. TAYLOR & CO., Proprietors.
Office Cor. Greenwich and Reade Sts.,
NEW YORK



158
William St.,
NEAR ANN,
NEW YORK CITY.

WM. OSTRANDER,
SOLE MANUFACTURER OF THE
Celebrated Patent Alarm Whistles
FOR SPEAKING PIPES.
ALSO MANUFACTURES AND FITS UP
SPEAKING PIPES at short notice.

R. T. EDWARDS,
361 PEARL STREET, NEW YORK,
MANUFACTURERS OF
WROUGHT, CAST AND GALVANIZED
PIPE,
AND EVERY DESCRIPTION OF
STEAM, GAS AND WATER FITTINGS,
Used by Engineers, Manufacturers, Steam and Gas Fitters,
Plumbers, etc.

CAST IRON STREET MAINS,
Boiler Flues, Steam Pumps, Steam Valves, Gas Cocks,
Heater Coils, Steam Gauges, Steam Cocks, Gas Meters,
Steam Traps, Steam Whistles, Gauge Cocks, Oil Cups,
Tongs, Pipe Wrenches, Pliers, Proving Pumps, Vices, etc.

**MARKS' PATENT AND IMPROVED
ARTIFICIAL LIMBS,**



LONG and well known throughout the country for their unrivalled superiority in point of durability, lightness of construction, ease with which they are used, and their adjustability. A Large Silver Medal was awarded them at the Fair of the American Institute, 1853.

**LEGS AND ARMS,
MADE FROM MEASURES**
And sent to any part of the world.

PRINTED BLANKS FOR MEASURES
with full directions, always sent on application.

A. A. MARKS,
307 Broadway, New York,
Near City Hospital.

CEMENTS.

**THE LAWRENCEVILLE MANUF'G
CEMENT COMPANY,**
OFFICE 96 WALL ST.,
NEW YORK.

THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it fresh from their works at Rosendale. Particular attention paid to grinding fine, and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings. For sale upon favorable terms by addressing.

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

**DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.**

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength. For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104 Wall St.** The above CEMENT is used in most of the fortifications building by Government.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER, and MARBLE DUST**, all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of **RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc.** and for a variety of purposes "under water," such as **DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS.** It is largely used for any sort of **dry concrete and Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent **ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA**, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs. of Cement**—and shipped direct from the works at **JERSEY CITY, N. J.** (opposite the City of New York), at all seasons of the year, thus avoiding all unnecessary handling. The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its **Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust**; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from **Dealers, Contractors, Railroad Companies, Masons and others.** Please address **Hudson River Cement Company, Jersey City, N. J., or J. H. BUTTS, Secretary, N. B.**—Freights obtained by good vessels on the best terms, and Insurance when required.

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving fresh from the Mills their approved **ROSENDALE CEMENT**, warranted pure and free from quick lime, and which has given such general satisfaction in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the genuine **ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," **WILDE.** This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight kiln dried barrels, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing.

**JOHN H. STEPHENS, President, Newark, N. J., or
HENRY WILDE, Secretary, 92 Wall St., N. Y.**

**HOFFMAN'S
ROSENDALE CEMENT,**
OFFICE, 92 WALL ST., NEW YORK.

THE **LAWRENCE CEMENT COMPANY** are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "**Rosendale Cement.**" It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the **Works under Government.** It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

ROSENDALE HYDRAULIC CEMENT.

**ROSENDALE AND KINGSTON CEMENT CO. Manu-
factory Kingston, N. Y., on the West Bank of the Hud-
son River. Office 48 Pine St., New York City.**
E. M. BRIGHAM, Sec'y.

FINANCIAL.

**DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,**

**CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.**

**S. M. WOOD & CO.,
COMMISSION MERCHANTS AND AUCTIONEERS,
FOR THE PURCHASE AND SALE OF
REAL AND PERSONAL ESTATE, NOTES, STOCKS, BONDS,
AND OTHER SOUND SECURITIES.
HOUSES, STORES, ETC., RENTED.
Rents Collected, and Loans Negotiated.
77 Cedar St. and 75 West 40th St.
NEW YORK.**

S. M. WOOD,
W. L. BOSTOCK,
F. S. BOGUE.

**DYETT & HOLMES,
STOCK & BOND BROKERS,
No. 51 EXCHANGE PLACE,
NEW YORK.**
A. H. DYETT, F. W. HOLMES
Member of Board of Brokers.

**KIRK & CHEEVER,
STOCK AND NOTE BROKERS,
No. 57 WEST THIRD ST.,
CINCINNATI, OHIO.**

SIMEON DRAPER, Auctioneer.
By **SIMEON DRAPER,**
OFFICE, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale.
Sale every day at 1 o'clock. See Catalogue.

PROFESSIONAL CARDS.

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York

Davidson, M.O.,
Chief Engineer Havana Railroad Company,
HAVANA, CUBA.

C. Floyd-Jones,
Engineer Aiton and St. Louis Railroad,
Residence, Vandalia, Ill.

Robert B. Gorsuch,
City of Mexico,
MEXICO.

W. H. Graham,
Chief Engineer, Peoria and Hannibal Railroad,
LEWISTOWN, ILL.

James H. Grant,
Civil Engineer, Christiana, Rutherford Co., Tenn.

Theodore D. Judah,
Chief Engineer, and Commissioner of
San Francisco and Sacramento Railroad, and of
San Francisco and Sacramento Northern Extension Railroad,
SAN FRANCISCO, CAL.

Knight & Von Kamecke,
CONSULTING Engineers and General Agents. Draw-
ings of all kinds neatly and promptly executed. Of-
fice, No. 26 1/2 Broadway, New York.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.

Mills, John B., Civil Engineer,
Lake Ontario and Hudson R. R., 20 Exchange Place, N. Y.

Osborne, Richard B.,
Civil Engineer, Office 227 South 4th st., Philadelphia.

W. Milnor Roberts,
Civil Engineer, Carlisle, Pa.

Silas Seymour,
Consulting Engineer, Real Estate and General Agent,
No 31 Pine st., NEW YORK.

Shanly, Walter,
Grand Trunk Railway, Toronto, Canada.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Charles B. Stuart,
Consulting Engineer, 19 Nassau st., New York.

A. B. Warford,
Chief Engineer, Susquehanna Railroad, Harrisburg, Pa.

MORRIS E. JESUP.

JOHN KENNEDY.

JAMES RADLEY.

E. R. BENNETT.

M. K. JESUP & COMP'Y,
RAILWAY AGENTS & BANKERS,
44 EXCHANGE PLACE,
NEW YORK,
AGENTS FOR THE SALE OF
Foreign and American Railroad Iron,
AND ALL MATERIALS NECESSARY FOR THE
Construction, Equipment & Operating of Railways.
RAILWAY AND OTHER SECURITIES
BOUGHT AND SOLD
Either privately or at the Board of Brokers.

TAULMAN'S
Railroad Supply Agency,

No. 7 South William Street,
NEW YORK,
FOR THE SALE OF
ALL MATERIALS USED
In Equipment, Repairs & Operating of Railroads,
Construction of Cars and Manufacturing Purposes.
Orders for Goods not pertaining to Railroads, solicited
and promptly executed.

W. W. TAULMAN.

J. B. PARSONS.

J. H. DOBBS.

PARSONS & DOBBS,
RAILWAY AGENTS,
AND NEGOTIATORS OF SECURITIES,
3 NASSAU ST. (opposite the Custom House),
NEW YORK.

WE ARE PREPARED TO FURNISH, ON THE SHORTEST NOTICE,
ALL ARTICLES REQUIRED IN THE
Construction, Equipment & Operating of Railways.
We also manufacture a superior quality, and every variety of
RAILROAD, SHIP & BOAT SPIKES,
AND

WROUGHT IRON RAILROAD CHAIRS,
Made from best quality of Iron.
AGENTS FOR THE
JERSEY CITY LOCOMOTIVE WORKS.

NEW YORK AGENCY

M. W. BALDWIN & CO.'S
Locomotive Works,
PHILADELPHIA.

GILEAD A. SMITH,
(late of M. K. Jesup & Co.)

207 BROADWAY,
Corner of Fulton st., **NEW YORK.**

RAILROAD IRON
Of Approved English and American Makers,
EQUIPMENT, SUPPLIES

AND
FURNISHINGS
FOR CONSTRUCTION OR MAINTENANCE OF
RAILWAYS,
ON COMMISSION.

STOCKS and BONDS
NEGOTIATED PRIVATELY,
OR AT THE BOARD OF BROKERS.

NEW YORK AGENCY
PITTSBURG, FORT WAYNE & CHICAGO R. R. CO.

REFERENCES

J. EDGAR THOMSON, Pennsylvania R. R. Co.
H. W. VANDEGRIFT, Orange and Alexandria R. R. Co.

E. R. BENNET & CO.,

162 GREENWICH ST., NEW YORK

Railroad Supplies and Manufactures,
CAR FINDINGS,

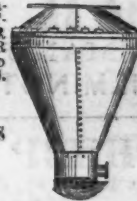


MATERIALS for Locomotive Re-building, Repairs and Railroad Machine shops. Agent for the **BOWLING TIRES, AXLES, CONNECTING RODS, CRANK PINS, PISTON RODS, FRAMES, etc. CAR WHEELS, Machinists' Tools** of all kinds. **SHEET and BAR IRON and STEEL** of various sizes. **FILES, etc., etc. SHEET and ROLLED BRASS, BRASS WORK** of all kinds. **STEAM AND WATER GAUGES, LEATHER and GUM BELTING, LACE LEATHER, etc.**

LUBRICATING AND BURNING OILS.

Radley's Improved Head-Light, Signal and other Lanterns
FOR RAILROAD PURPOSES.

Manufacturers of Radley & Hunters's Patent Spark Arrester.



EDMUND GIBSON,
AGENT OF RICHARD NORRIS & SON,
LOCOMOTIVE WORKS,
PHILADELPHIA.

ALSO, GENERAL

RAILWAY COMMISSION AGENT.

Railroad Iron, Car Wheels, Axles, Iron, Brass Castings, Spikes,
Chairs, and Locomotive Work in general, solicited

ALSO,

WILLIAMS' PATENT RAILROAD LAMP.

ALL ORDERS PROMPTLY FILLED.

No. 90 CEDAR ST., NEW YORK.

RAILROAD SUPPLIES.

CHARLES T. GILBERT,
No. 64 Exchange Place,
NEW YORK,

IS agent for, and prepared to furnish at manufacturers' prices,

RAILROAD IRON,
LOCOMOTIVE ENGINES,
RAILROAD CARS,
CAR WHEELS,
AXLES, CHAIRS,
SPIKES, TOOLS,
ETC., ETC.

All inquiries in reference to the above articles will receive
immediate attention.
New York, January, 1860.

WILLIAMS & PAGE,
67 WATER STREET,
Boston, Mass.

RAILROAD SUPPLIES.

CARS, RAILS, WHEELS, AXLES, SPIKES, BOWLING.
Lowmoor, Ames and Nashua Tires. Iron. Cast, Spring
and Frog Steel. Plush, Car Duck, Car Linings, Waste, Nuts
Hose, Packing, Belting, and all articles for Rail-
road use.

REFERENCES.

Capt. WM. H. SWIFT, W. R. R., PERLPS, DODGE & Co., N. Y.
Boston. COOPER, HEWITT & Co.,
WM. E. COFFIN & Co., Boston. E. S. CHESBROUGH, Chicago.
S. M. FELTON, Esq., Philadelphia.

A. S. & A. G. WHITON,

32 PINE ST., NEW YORK,

AGENTS FOR THE SALE OF

FOREIGN AND AMERICAN

RAILROAD IRON,
LOCOMOTIVES,
CHAIRS, SPIKES, AND
RAILWAY SUPPLIES GENERALLY.

ALSO

NEGOTIATORS OF SECURITIES.

A. BRIDGES & CO.,
MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR**FINDINGS****AND MACHINERY**

OF EVERY DESCRIPTION,

64 COURTLANDT ST., NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS,
NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.
STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS,
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings.
Orders for the purchase of goods on commission, aside from
our regular business, respectfully solicited.

ALBERT BRIDGES. JOEL C. LANE.**GEO. M. FREEMAN,**

SUCCESSOR TO

PRATT & FREEMAN,**PHILADELPHIA****RAILWAY SUPPLY AGENCY,**

No. 107 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

MINERS' TOOLS, ETC.

COTTON WASTE. WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,**STEAM GAUGES, COCKS AND WHISTLES,****INDIA RUBBER HOSE PACKINGS, ETC.****LANTERNS OF ALL DESCRIPTIONS,****ENGINE, STATION, AND SIGNAL BELLS,**

Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY

Orders solicited, promptly filled, and forwarded with

despatch and care at the manufacturers' lowest prices.

S. B. BOWLES,

MANUFACTURER AND DEALER IN

RAILROAD
SUPPLIES,

No. 12 GOLD STREET,
(Between PLATT and MAIDEN LANE.)

NEW YORK

EDWIN J. HORNER,
SUCCESSOR TO
McDANIEL & HORNER,

**LOCOMOTIVE AND RAILROAD
CAR SPRING
MANUFACTURER,
WILMINGTON, DELAWARE.**

PHILIP S. JUSTICE,
21 North Fifth St., Phila. 54 Cliff St., New York.
152 Congress Street, Boston.

English Railway Springs,

MANUFACTURED OF
Best Double Faggotted and Improved Cast-Steel
EACH SPRING TESTED.



FOR FREIGHT



AND PASSENGER CARS,



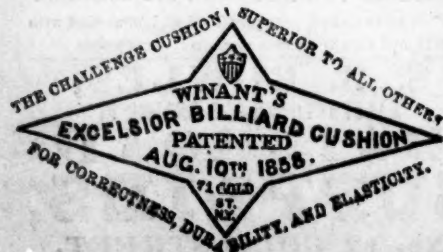
**LOCOMOTIVE ENGINES,
ETC.**

EXTRA CAST STEEL FOR TOOLS AND DRILLS.
E. "CONCENTRIC" SOFT CORE TAP STEEL, (warranted not to crack in hardening,) best double faggotted and Cast SPRING STEEL, ribbed and plain; Machinists' Files, "Crescent" Faggotted Axles, Wrought Locomotive and Passenger CAR WHEELS, Homogeneous Metal, etc. Manufactured by

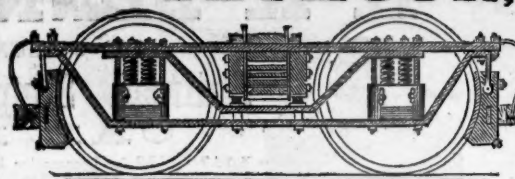
CHARLES CAMMELL & CO.,
"Cyclops" Steel Works, Sheffield.

SUCCESSOR TO F. M. RAY.
D. S. SINCLAIR, Agent,
166 BROADWAY, NEW YORK.
**INDIA RUBBER GOODS.
GUTTA PERCHA GOODS.
SWAN'S & BAILEY'S CAR SEATS.**

AGENT FOR DR. WINTER'S
Metallic Paint for Railroad Cars, etc.

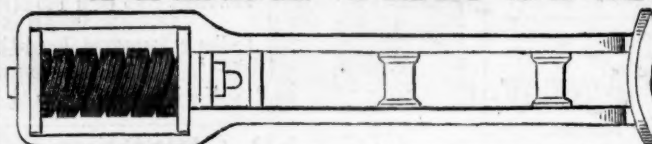


THE HUMPHREYSVILLE MANUFACTURING COMPANY,
(SUCCESSORS TO DWIGHTS, FRENCH & CO.)
SEYMOUR, CONN.,



RAYMOND FRENCH, Pres't, Seymour, Conn. WM. H. MARSHALL, Treas'r, No. 5 Gold st., N. Y.

STEEL CAR SPRINGS,



MANUFACTURED

BY THE

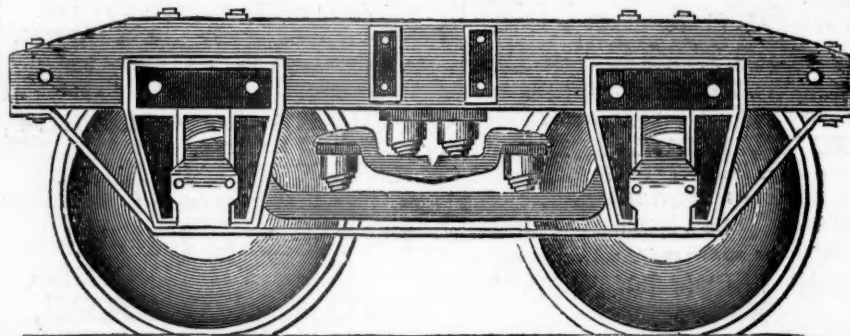
**PATENTEE,
Carlos French,
SEYMOUR, CONN.,**

THESE SPRINGS are now in use on many of the leading Railroads East, South and West. Samples can be examined and Price Lists obtained at
No. 5 Gold st., NEW YORK.

**THE METALLIC CAR SPRING COMPANY
OF NEW YORK,**

Manufacturers of PATENT CONICAL VOLUTE STEEL CAR SPRINGS.

OFFICE, 54 WILLIAM STREET, NEW YORK,



WITH increased capital and facilities, and ability to meet all orders promptly, this Company respectfully invite the attention of Railroad Managers, Car and Engine Builders, and others interested in Railroad Machinery and Economy, to these Springs, and the improvements in their application. Orders and correspondence solicited.

CHARLES D. GIBSON, Treasurer. COURTLANDT PALMER, Pres't.
Jan. 14, 1860. **RICHARD VOSE, Secretary.**

JAMES JEFFRIES & SONS,
MANUFACTURERS OF
**LOCOMOTIVE, CAR AND TANK
SPRINGS,**
PHILADELPHIA, (rear of Girard House.)
REFERENCES.

M. W. BALDWIN & CO., R. NORRIS & SON, A. WHITNEY & SONS, Philadelphia, JOS. R. ANDERSON, Richmond; SMITH & PERKINS, Alexandria, Va.; JNO. EDGAR THOMSON, of Penn. R. R.; EDWARD C. DALE, of P. G. & N. R.R.; S. RUTH, of Rich. F. & P. R.R.; THOS. DODAMEAD of Va. Central; URIAH WELLS, Petersburg, H. D. BIRD, South Side R. R., Petersburg; C. O. SANFORD, of Petersburg R. R.; JNO. R. McDANIEL, of Va. & Tenn. R. R.; JAS. P. ROBERTSON, of Wilmington and M. R. R.; HENRY T. PEAKE, of S. C. R. R.; S. S. SOLOMONS, of North East R. R.; JOHN FLYNN, of Western & Atlantic R. R.; E. F. ROWARTH, of Greenville & Col. R. R.; GEO. YONGE, of Georgia R. R.; WM. CLARK, of Nuscooke R. R.; W. W. BALDWIN, of Montgomery & W. P. R. R.; WM. M. WADLEY, of N. O. J. & G. N. R. R.; A. B. SEGGER, of Opelousas R. R.; C. WILLIAMS, of Vicksburg; ALLEN S. SWEET, of Buffalo and Erie R. R.; F. C. ARMS, of Memphis; H. COFFIN, of Memphis; A. WOREL, of Seaboard & R. R. R.; UNION CAR WORKS, Portsmouth; WM. M. HIGHT, of Augusta; S. & R. H. RIKERS, WHARTON & PATSCH, Charleston, and all Roads where our SPRINGS are in use.
Will be happy to furnish a SET OF SPRINGS to such companies as may wish to try their Durability and Elasticity, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

DR. A. MERRIMAN,
DENTIST,
1 WAVERLEY PLACE,
OPPOSITE NEW YORK HOTEL,
NEW YORK

**PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS**

AND

ENGINEERS' TOOLS.

Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.

**KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES,
FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.**

THOMAS PROSSER & SON,
28 Platt St., New York.

FAY, WOOD & CO.,
214 Pearl st., NEW YORK,
MANUFACTURERS OF
**WHITE LEAD, ZINC,
COPAL VARNISHES AND
JAPANS.**
Also, PUTTY, PAINTS and COLORS.